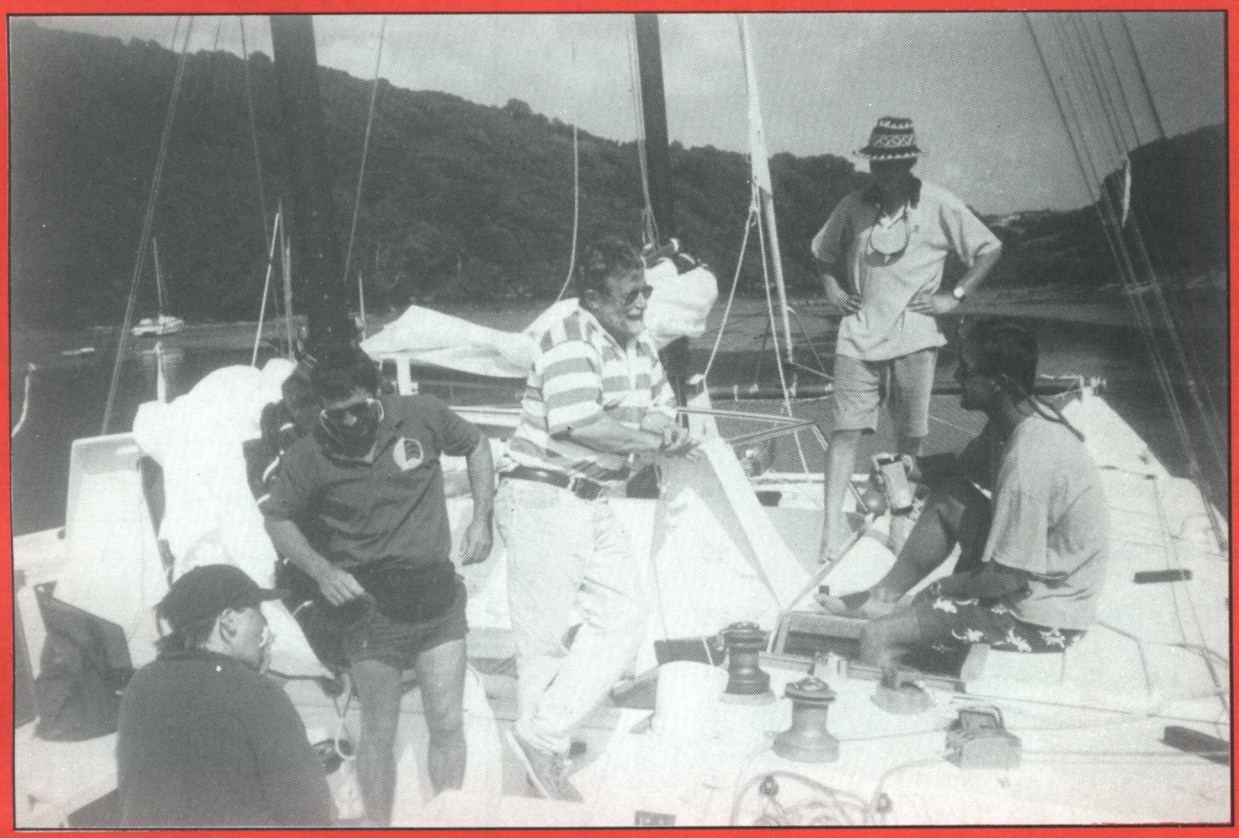
The Sea People



- Rory's TIKI 21 Circumnavigation!
- NARAI Ika Roa - Pacific cruise report
- UK Summer Meet
- NARAI MkIV No1 - built at last!
- TIKI 26 Pod
- TIKI 26 ~ Dahna

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September 1997

The Sea People

Magazine of the Polynesian Catamaran Association

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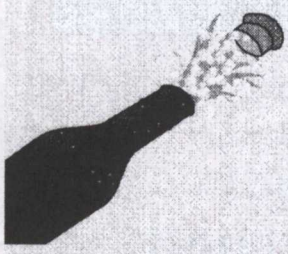
Contents

NARAI Mk IV ~ Ika Roa	**3**
TIKI 26 ~ Modification ~ pod	**7**
Tips Hints and Gadgets	**10**
UK East Coast Meeting	**11**
TIKI 21 ~ Cooking Fat	**12**
UK Summer Meeting	**14**
TIKI 26 ~ Dahna	**18**
TIKI 21 ~ Trailer	**20**
News From Sea People	**23**



Well done Rory & "Cooking Fat" ~ smallest catamaran to circumnavigate is home!!! See page 14

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Front Cover Photo:
Rory *(far right)* on **"Pelican"** with other PCA members.
Fowey August '97

Scott Brown's

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Tiki 21 GRP	£6,250
Pahi 26	£6,500
Pahi 26	£7,000
Tanenui	£7,000
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Tiki 26 GRP	£9,500
Tiki 26 GRP	£10,000
Tiki 26 GRP	£11,150
Pahi 31	£11,500
Tiki 26 GRP	£12,500
Tiki 28	£18,500
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Ika Roa in the Tropics

Tony Murray's cruising takes him to the Fijian Islands ...and he meets the Wharrams on Spirit of Gaia.

Back in Godzone, New Zealand, safe and sound after seven months cruising the Pacific. This is our story. It was a long seventeen day trip (five days were at anchor inside South Minerva Reef - benchmark diving spot, hard to find better!) to Tonga, punctuated by a big storm during which Ika Roa (hove to under reefed mizzen) handled the conditions extremely well. The next day the forestay parted. Fortunately it broke at the foot where the stay joined the bridle. A bit of foresight (not enough flexibility for the swage) would have helped. Finally we made it to Nuku'alofa, coming in on G.P.S. at night (the harbour is well lit). I was grateful that the first bluewater voyage for all of us - Hamish, my 17 year old son, Trev and Mike, two friends who'd sailed with me before - was a success. My wife Wendy and two younger sons, Kent and Leo, had been waiting in Nuku'alofa for a week. They were glad we'd made it too. Our time in Nuku'alofa was made memorable by the kindness of Paea and her family and Bo, a friend. They drove us around Tongatapu, to visit ancient monuments (monoliths) and amazing blowholes.

On Pangaimotu, a nearby island that we took them to, an umu (earth oven) was put down and we feasted. It was here that I got to know Robert, a German with a pegleg and a go-fast trimaran. Soon it was time for our first trip as a family and what a trip it turned out to be. Foul weather forced us to bypass the Haapai Group and mal de mer paid a visit to all of us bar Hamish. Trying to find an anchorage in the Vava'u Group at night is not recommended either. When we awoke in the morning we saw why the brochures recommended this Northern Tongan island mass - sheltered bays everywhere. Islanders selling fruit - coconuts, papaya, bananas - and woven mats, carvings and shells.

Our time here wasn't long enough. We dived below Hunga Lagoon spearing blue trevally, saw sharks and marvelled at the colourful tropical fish and coral. At Kenutu we surfed outside the reef with huge turtles and jumping manta rays.

Savusavu, on Vanua Levu in Fiji, was our next destination. It's a wonderful sail with the trades - if they blow! For us they did, except for a 12 hour period when the sea was like a lake. The last day and a half was a brilliant spinnaker run reaching 12-14 knots at times. A mahi-mahi bit the lure and, elated, we hauled it in. Hamish's 2 ukers lure continued to prove it's worth.

Ika Roa at anchor in paradise

'Bula'. The Fijian standing in the passing longboat spread his arms wide - just about as wide as his smile. It made our day. We joined the Regatta fleet, who'd left Hunga several days before us. During the fun and games, we met many really neat yachties, people we were to encounter all the way round the Pacific that year.

Kent won the 5-8HP inflatable race (Tony helped skull the compulsory beer before the race!). Leo, Kent, Hamish and Tony had a go racing Optimist dinghies. We were surprised to win an armful of prizes for the 'slowest boat'!! Many thanks to Joan and Brian Hepburn for their organisation.

When we left for the garden island of Taveuni the wind was on the nose. It got stronger as the day progressed until the crew were so peeved we decided to forego that experience and a unilateral declaration was promulgated to the effect that 'going upwind was for fools'.

Makogai Island hove into view and before long I was snorkelling over the drop off. Huge fish, sharks (black tip reef mostly) and turtle caught the eye. It was dusk. I was alone with the sea kayak. I decided discretion was the better part of valour and exited the water. The next day, I took Hamish to the same spot. From out of the clear blue a huge trevally (the size of a barn door?) swam up. I contemplated the many meals but it was the shark right behind it that kept my finger off the speargun trigger. When I told Bill, one of the Fijian government workers on the island about this sight he said it was a good thing I hadn't fired - firstly, the shark is the 'minder' of the trevally and will attack the person that harms it and secondly, I was in a

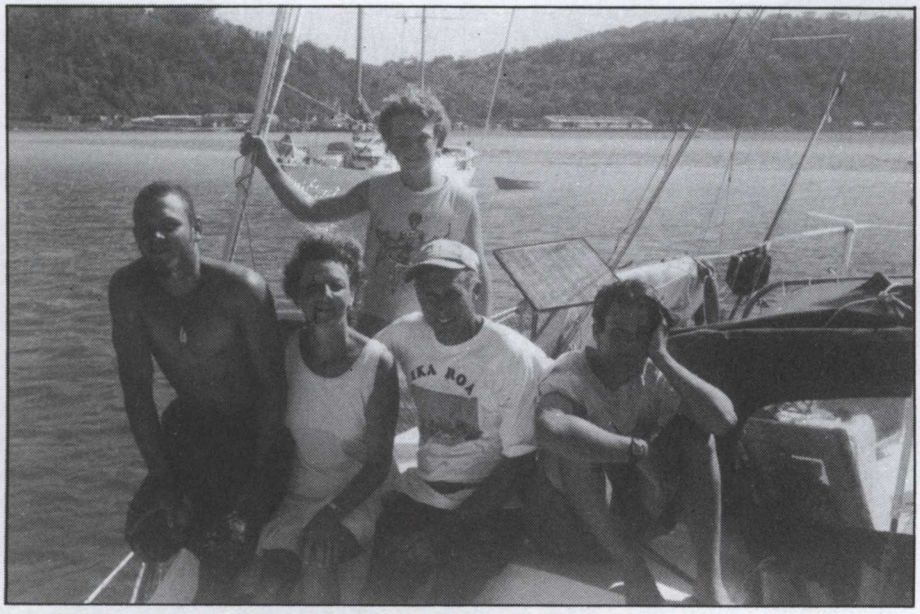
marine reserve!! Phew! That was a lesson to learn - suss out what's what before you go hunting for some kai.

We stayed at Makogai for over a week it was so good. Here, they raise turtles and clams using concrete pools that the inhabitants of this former leper colony used to wash their clothes in. When we attended Church we were treated as honoured guests. Leo made friends with Manassa whose father, an ex-bouncer, ran the rearing facility. Leo would spend hours paddling or diving off the wharf with the Fijian kids.

much excitement, tapa cloth presents, kava ceremony, leis around the neck and speeches soon followed. Then the lovo (underground oven) with 'palusami' - tuna, onion, tomato, lemon juice soaked in coconut cream and wrapped in taro leaves - words cannot describe its delicious taste.

Of course, both my Fijian brothers took me aside and asked if I could find jobs for them or their family in New Zealand. I wish it were easier to bring them here...

Kadavu Island beckoned. The surf at Suva reef was okay but the harbour is polluted. Clean waves were breaking at Cape Washington on the South Western tip. The sail down was a dream run under spinnaker - the Wharram Owl Goddess smiled at the moon. However, the local chief told us (when we took the customary gift of waka [kava root] to him) that it would cost $10 per person per day to surf his patch. We left after shooting some video. Perfect lefts peeling. A crying shame. But we were recompensed.



The happy crew with Tony second from right.

After visiting Levuka, the former capital on Ovalau, we sailed for Suva. Tony's cousin Karen, husband Greg and daughters Kimberly and Chelsea made us very welcome. 'Truckloads' of washing were seen to pass through their machine. It was nice to catch up on some of the All Black -South Africa and All Black - Australia action. Here, too, we caught snippets of the Olympics with Danyon Loader's mighty swim effort. Here, too, I was reunited with the Fijian family who had looked after us six years before when we spent time in the Lau Group.

After the death of Inia, the father, they had shifted into Viti Levu. Now I was the oldest son - a feast with

Just around the Cape was a nameless wee bay - no huts, steep cliffs, coconut trees, shells on the beach, good diving and fishing. We stayed. We existed. It was idyllic. Cooked over a fire ashore. Bliss.

Further around the coast we dropped anchor next to friends John and Madeleine on 'Tallahassee'. The two scuba dives Wendy and I did were wonderful. The reef was vertical and huge Maori Wrasse kept us company. Kent was hassled by a shark that swam straight at him. It buzzed off when he thrust out his hand spear. We were becoming used to them. In fact we quite looked forward to seeing them!

The sail to Mbega Island almost turned into a disaster when we slued sideways into a foaming wall of water. Fortunately we managed to sail clear and vowed never to attempt narrow passes in the night on GPS with charts that are sometimes a mile awry.

This led to an enforced cruise in beautiful conditions around Viti Levu to Momi Bay. In the early dawn I heard the line whiz out and pulled in another mahimahi. Yahoo! fresh fish in a curry dish. We met an Indian family in Momi Bay, were invited to dinner in their tiny hut and felt humbled by the differences in our lifestyles.

Tavarua Island is where the surfers go for good waves. But we found our prime spot nearby at Namotu or Magic Is. For Hamish, who prefers to ride left hand waves, this was truly magic. Long rides, a mechanical swell. No one wanted to use the video - we just wanted to ride waves.

Back in Musket Cove nearby, yachts from New Zealand, USA, Australia and Britain were gearing down for Regatta Week. The festivities at Dick Smith's resort are legendary and we joined in. It was a week of fun - dress up your boat, Pirate Day, competitions including throwing a coconut (I was beaten by both older sons!), wet T-shirt, hairy chest, Round the Island Racing.... it went on and on.

Eventually it was time to leave on the Musket Cove to Port Vila Race. This is a fun race. Prizes for all sorts of things. But it has its' serious moments. For us it was leaving the reef, last yacht of the fleet! Hoist that flaming spinnaker, lads! By noon the next day we were

lying 2nd out of 46 boats. Not bad for an undercanvassed Wharram. Eventually we got carried away - 17 knots, a broken spinnaker pole, way off track....oh well.

Port Vila is picturesque. Even more so when you wake up one morning and see 'Spirit of Gaia' anchored nearby. It was an excited crew that motored over to greet James, Hanneke, Ruth, Jamie and Freya. Besides the pleasure of getting to spend time with the JWD crew and listen to their stories (of Tikopia especially) we spent time with Faye and Lyndsay Taylor, whom we knew from our home town. Once again the washing machine did overtime and we ate meals fit for royalty. Emma, Hamish's girlfriend flew up to stay and we sailed for Havannah Harbour. Time was spent snorkelling (much dead coral) and fishing (Kent caught a huge 40-50lb walu). After Emma's departure we headed up to Epi Island hoping to see the dugong on Leo's birthday. Unfortunately it was visiting elsewhere.

Sailing North is great. Trade winds all the way. We visited the Maskelynes at the foot of Malekula. Here we dived with John off the big Crowther cat. 'Random Access'. Now there's a palace afloat. Further on we reached Santo. The crew reckon Santo is choice. Cheap food, cheap 2nd hand label clothing and good diving at Million Dollar Point and the wreck of the President Coolidge. In Surunda Bay we met Pascal off 'Aga Jupa' a 42' Narai with schooner rig. Pascal is a mighty interesting dude with some amazing stories. 'Aga Jupa' is now for sale if anyone is interested. $55,000 including a 4m Avon and 25HP motor. But Surunda Bay was devoid of coral also. Crown of Thorns starfish is the villain, I believe.

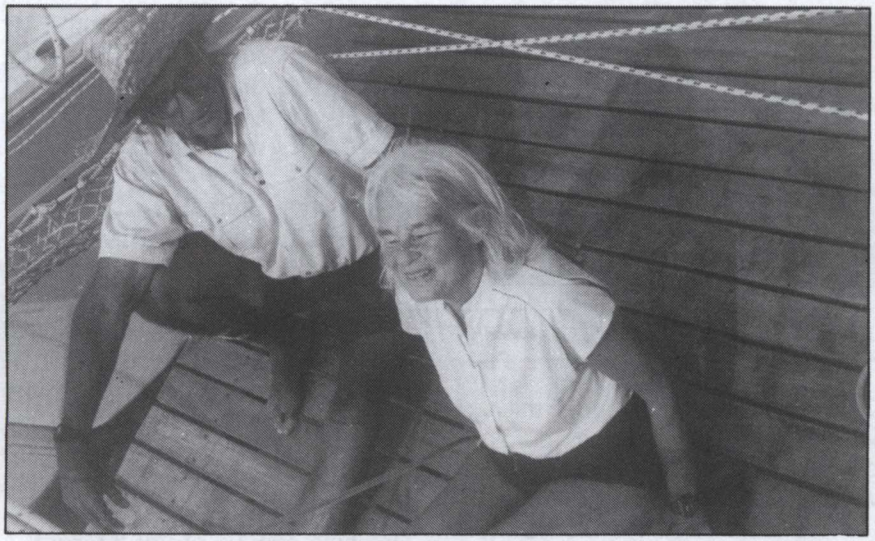
Once again it was time to head back out into the deep blue. The weather was supposed to be fine but 24 hours later we were being buffeted by 40-50 knot winds. It got worse, some of the crew got sick. Not a nice way to travel anymore. For three days we mounted huge swells, tops blowing off the waves, sometimes hove to, sometimes moving forward under mizzen reefed and staysail, or mizzen and furled jib. A mizzen stay parted but the mast stayed put. A halyard doubled as a spare stay. Sail on. Let's get outa here!

New Caledonia eventually appeared dead ahead. The Garmin 45 GPS was our lifeline. Without it we could've wound up on the Skeleton Coast or high 'n' dry in Alice Springs. It was a very relieved family that eventually tied up at the visitors berth of Abu de la Moslem Marina. And who should be there to come aboard and say 'hi' but Peter and Cherry who now own the Nara 'Oystercatcher' formerly based at Whitianga up the coast from us. They were crewing on a friends mono and were keen to hear about the adventures of 'Ika Roa'. In the morning we did the huge wash... our superstructure disappeared to be replaced by a Chinese laundry. C'est la vie.

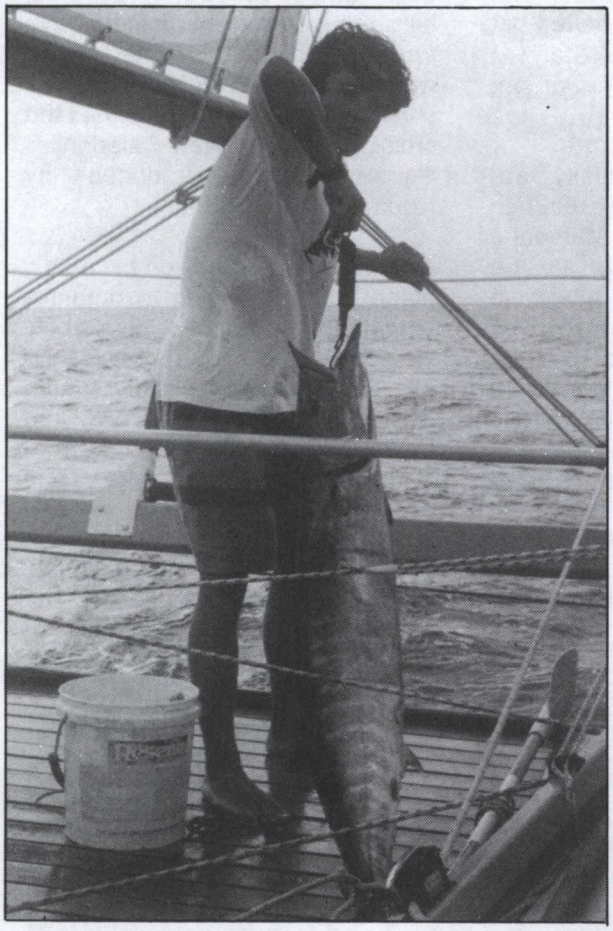
If you want to enjoy the life ashore in Neumea rob a bank! Everything bar bread, orange juice, and T-shirts is expensive. No taxes and high wages mean a downside of expensive imports and not much local produce is what we call cheap. Bananas, pineapples, papaya etc... forget them. Learn French. Wear a beret. Invest in a striped shirt or if you want to get on with the locals, the Kanaks, a shirt with New Zealand's flag on it - and 'Nouvelle Zlandais C'est Magnifique' on the back! Not much love between the races. The southern part was wonderfully quiet, uncrowded bays, red mud, hillsides scarred by mining. We found a beautiful waterfall by walking for just over an hour up a shallow stream in Baie Vie. Get the cruising guide for New Caledonia - it's invaluable. Produced by Noumea Yacht Charters.

After dropping Wendy off to catch a plane home (she had to organize tenants for the summer, that's how we survive) we shot through to the Isle des Pins, a big island South East of the main island. We had Lester, on board, a friend from Wellington... full of jokes and bonhomie. With one glass eye and a mountain of determination to overcome all obstacles, Lester is a force to be reckoned with. The gearbox failure didn't worry him, he was determined to enjoy his stay. Consequently so were we. And we did. We tacked hither and thither through Canal Wodin, laughed in the rain when the Gendarmerie Maritime boarded us to check our credentials, and after several hours becalmed near Baie du Prony the wind picked us up and Lester found out what a spinnaker could do.

We made Kuto Bay in the dark (this sounds familiar!), howling wind, no motor, threw CQR over and swung to very close to a German mono. They weren't pleased. Words penetrated the windwhine. I rowed another anchor out to kedge us away. The German skipper came over and sort of apologised. Isle des Pins is what you'd expect a tropical island to look like.



James and Ruth Wharram aboard Ika Roa



Ed - So, is this a Mahimahi or a Walu!!??

Glistening fine white sand. Smiling, laughing Kanak children jumping off jetties. Brilliant turquoisey blue water. Coconut palms.... Tourists? It's still worth visiting. Go see for yourself. Fly in. Paddle your sea kayak. Find nautilus shells like the crew did. See sea snakes and turtles galore. We visited Atoll Nekanmue. Had a marvellous dive. White tip sharks sure liven a dive up. Tried to sail up to Gadji but got caught in a reef maze and had to use the 5HP Honda to putt putt out. Went up Pic Nga - 800 feet up for a panoramic view of the whole island. Awesome. Leo made my day as we walked back with Ray off 'Sajudis'. He said 'Dad, I don't know how to thank you for taking us on this trip'. My reply 'Just saying thanks is enough'. Makes it all worthwhile.

Back to Noumea. Back to civilisation. Two boys and Lester departed on a plane home leaving Hamish and I to sail back. A French fitter and turner fixed the gearbox and we left the day the first Cyclone did a left turn above New Caledonia. The strong winds shot us South. 160NM in 24 hours. Dolphins saw us out of the reef. A small walu came to dinner. The rest of the trip was mostly blissful sailing. 2 other fronts hit, pushing us towards New Zealand. We caught a huge 50-60lb yellowfin tuna which we let go. Albacore jumped into the frying pan.

Eight days later we saw New Zealand - even though it was nearby, the fog had prevented us seeing the coast. At 12-14 knots we shot past the Needle dimly seen at the entrance to the Bay of Islands and, once again, followed the pathway into Opua (well lit) at night. Customs and Immigration were waiting at 2300 hours to process us! Dry land. Home - Euphoric, we hummed. We played Pink Floyd's 'Division Bell' - our "cheer us up" music during stressful periods and we congratulated each other. It was great to sail short-handed with my son. He became a mate, someone to cheer me up, help me see my dream through. What more could I ask?

Now that we're home we look back and remember. Some video footage, a few photos, our diaries, a few shells, postcard or two. It's when we sit down as a family at the dinner table and reminisce that the reality of what we did in 1996 really comes to us. What a choice trip.

Let's do it again.

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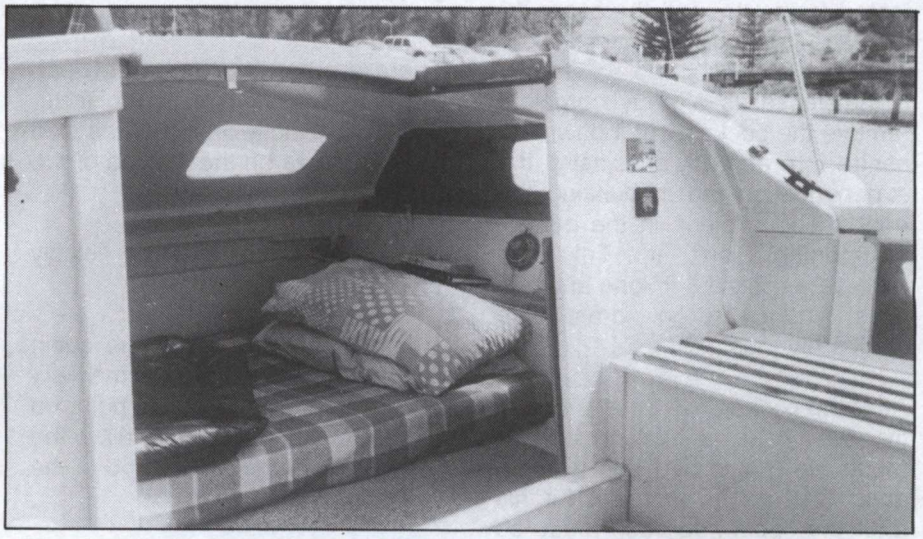
TIKI 26 ~ MODIFICATION

A pod for the TIKI 26.

Eb Ballantyne, Australia, details the building of his pod outlined in Sea People no 30.



Looking in to the new "on deck" berth.

Fellow TIKI 26 owners.

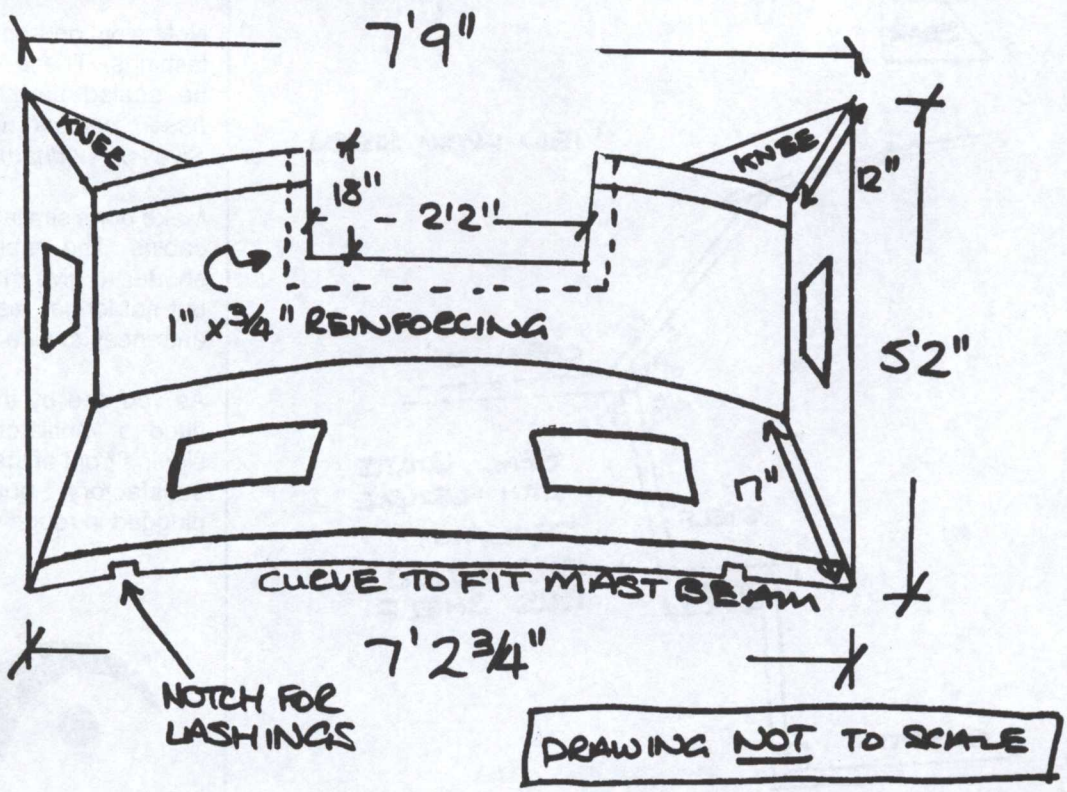
Having been requested by our editor for more detail on the deck cabin for my TIKI 26 , and in reply to several letters which I was pleased to receive, may I tender the following.

I am neither a draftsman nor a designer; it is all seat of the pants stuff.

In general the cabin is an attachable hard top with after bulkhead and wash boards if so desired. Where the cabin attaches it is necessary to use flexible sealant to ensure dryness, as, owing to the hulls being lashed, movement, albeit minimal, is inevitable.

The measurements which I give are for my boat, but, although of similar design all craft are slightly different. Careful measurement, offering up and final trimming odd parts and assemblies are essential. I used 3/8" ply, but 1/4" would be adequate, I just happened to have some 3/8" surplus.

One negative point, the inner mast beam lashings will be difficult to



One negative point, the inner mast beam lashings will be difficult to renew when this cabin is fitted, but they last ages, especially when protected from UV, and there are 10 others anyway.

If the vessel is already complete remove the cockpit, cut it down the centre fore and aft, and, using the experience gained in building the boat, insert a piece in the centre. Frightening, isn't it. This will achieve a cockpit 8 ft. long and 6 ft. wide, enough for a comfortable bunk athwartships.

After the cockpit has been made to these dimensions it will need to be made more rigid by fitting a beam about 6 in. x 4 in. across it. Fit this after the cabin has been made so as to facilitate exact positioning. This beam also acts as a base for the bulkhead and washboards.

The cabin is affixed to the vessel by metal straps which I have attempted to illustrate in the diagrams.

There are handy shelves between the hulls and cockpit which fortuitously lie exactly on top of the side seat stringers on the insides of the hulls.

These joints, too, must be flexibly sealed.

I found that after fitting the cabin removal of the mast became very difficult owing to the pivot point on the beam being too low to allow the mast to clear the for'ard end of the cabin on lowering.

This I solved by making a tabernacle similar to one on an ORO in Jim's Design Book. This raises the pivot point to clear the cabin and also raises the mast over a foot, which I note makes the early TIKI 26 the same as the newer design of the same model, 26 ft.

On my boat this has increased windward speed and pointing remarkably. I was pleased when a mono skipper whom I passed hard on the wind yelled: "Hey! Cats aren't supposed to go to windward like that!".

The bow in the roof enables a bit more headroom. Some may wish to make this a bit more, but be careful, deck cabins, if too high on a small craft can aesthetically wreck the whole boat. (*Also check the mainsail for clearance - Adrian)*

Reinforce the aft end of the cabin roof with edge laminations of wood or ply and note the knees at sides of cabin.

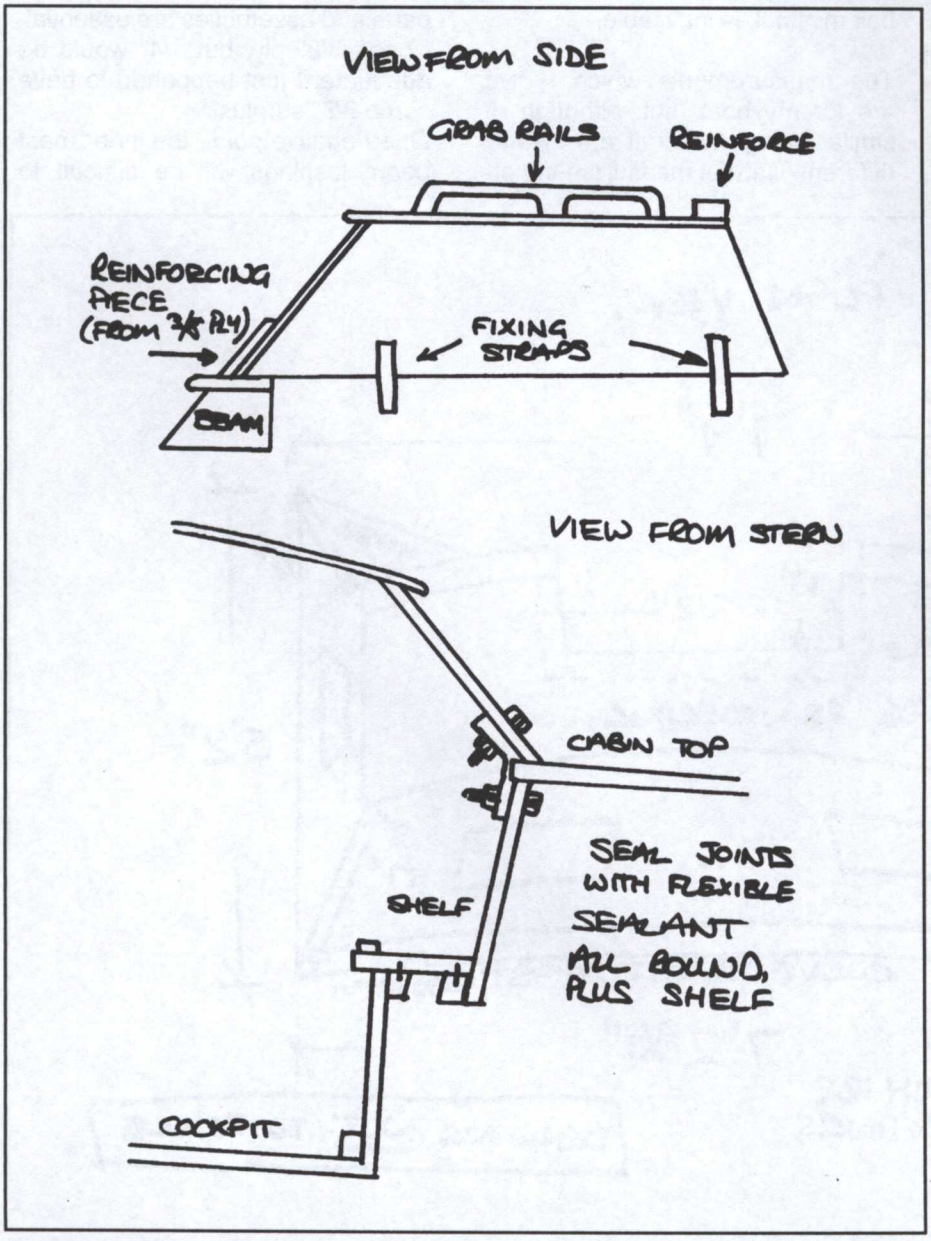
To commence I suggest measuring the perimeter where the cabin will be fitted (top of side cabins and mast beam). Make the panels that butt onto the cabin, wire them together and offer up before stitch and gluing.

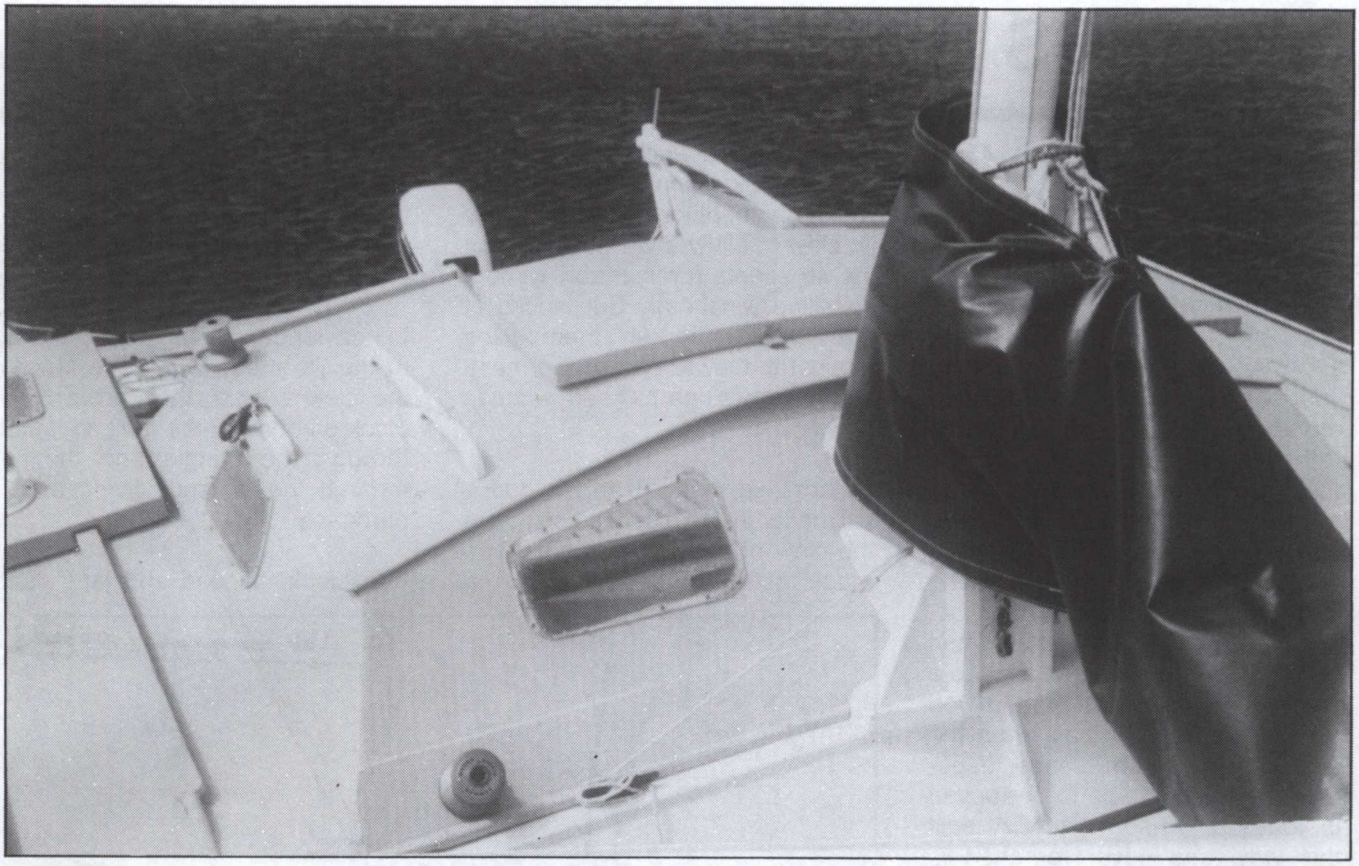
Possibly a mock-up in cheap materials is the best beginning.

Note slots on front of cabin to clear lashings. These, of course, must be sealed flexibly. (*Polyurethane based sealant works well - eg Sikaflex - Adrian)*

Make ports similar to those on deck cabins. The cabin may be made shorter to give more cockpit room, but not longer, as this would block entrances to side cabins.

As you see by the photos, I have fitted a ventilator on the forward sloping front of the roof. This is very satisfactory, but needs to be plugged in rough weather.





Grab rail is clearly shown together with modified tabernacle.

The pod provides protection from the wind and spray when beating to windward.

Ideas to make life easier.

Martin Lowe, AUS, adds to the fountain of knowledge.

1. An alternative way of getting your boat (if you're building to save money, rather than for the love of it) rather than building slowly, as money becomes available (as many do) and during the build have an immobile and unfinished boat, instead put the time spent building into working extra hours in your job, or take a second job. Then when you have enough money, engage a carpenter to build your boat. If you can earn more per hour than the carpenter, it makes sense, especially if you are liable to be moved in your job. I had my NARAI built this way, and never regretted it. (The carpenter worked for me for 10 months full time!)

2. Observed at Duck Flats Wooden Boat Building School, Gool, South Australia : rather than use microballoons etc to thicken epoxy for fillets, use wood flour (the fine sawdust off your worktop). It's just as good, doesn't create clouds of dust when mixing, is free, and has a more attractive colour (dark brown) when set than microballoon thickened fillets, which always looked to me like cold porridge! Duck Flats Wooden Boats is run by Robert Ayliffe, builder of PAHI 31 "Paper Moon" before he started this business.

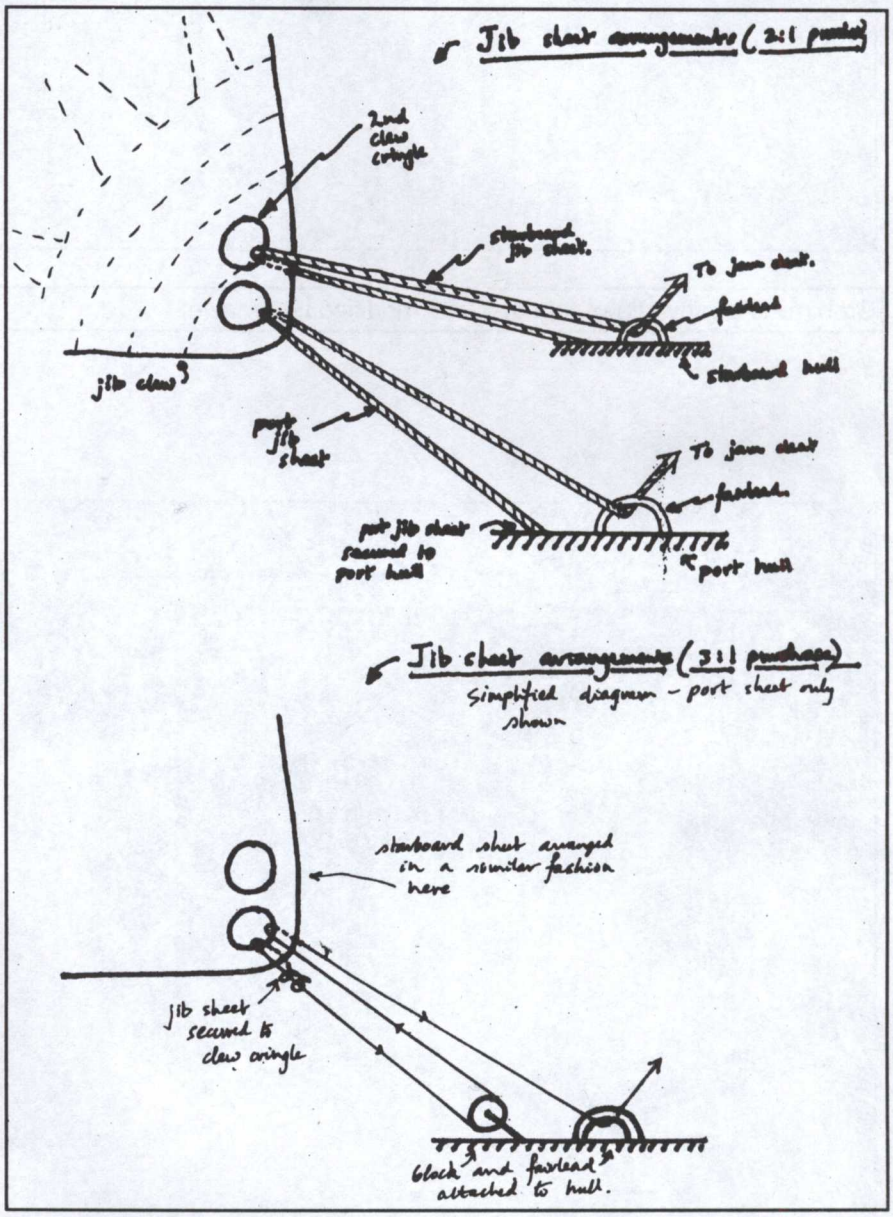
3. A broken aluminium mast is of almost no use. So I was able to pick up a section about 15' long for about $5. Fixed across the stern as a netting beam and sheet block mount instead of the laminated timber beam, it lasted 15 years and needs no maintenance. (Sheet blocks were attached to sail slides fixed in the mast track with self-tapping screws).

4. Although Jim has shown winches installed on his recent designs, I understand his philosophy in earlier years was to install wenches, not winches! I was reminded of this when seeing in his design book a photo of a HITIA 17 with a pair of blocks attached to the jib clew to allow a 2:1 purchase on the jib sheets (presumably without installing winches). But blocks at the jib clew thrash themselves against the lower part of the mast, and anyone's nearby head, when in stays.

Determined to avoid this, I had a sailmaker install a second cringle in the clew of my jib. One jib sheet, made fast at the deck near the jib sheet fairlead, is rove through one cringle and then back through the fairlead in the usual way (and then in my case to a jam cleat). The other jib sheet is rove in a similar way through the other cringle, In this way, a 2:1 purchase is obtained (adequate in moderate conditions for my 140 sq. ft jib) and the sheets never tangled or jammed.

In heavier conditions, the bitter end of the jib sheet was made fast to the clew cringle, then down to a block on deck by the fairlead, back through the cringle and thence through the fairlead, giving a 3:1 purchase.

The block, fairlead and jam cleat were all mounted together on a track attached to the hull using a standard Ronstan (Australian) fitting.



UK EAST COAST MEETING

The 1997 UK East Coast Meeting

...or four boats and ten people have a nice day on the river.
Dave Barker (Sailing Sec)

The Marconi Sailing Club on the River Blackwater Estuary in Essex was the venue for the 1997 East Coast meeting on Saturday 14th. June. First to arrive was Don Millen who cycled! some 20 miles from Hullbridge - well done Don! Next was Peter and Francoise Wynn and their daughter on their TIKI 21, from Goldhanger, across the estuary. We all had tea and cakes on the TIKI 21, courtesy of Peter and Francoise, followed by a gentle sail on Redwind, my TANENUI. During our sail, we met up with Derek Pembleton who had sailed from Maldon on his sprit-rigged HITIA 17.

We agreed to meet back at the moorings and Francoise sailed Redwind between the lines of moored craft and rounded up to my mooring with a degree of precision and panache that made my blood boil - but I'm too much of a gentleman to admit it! Not long after our return, we saw the last arrival but certainly not the least, in the shape of a magnificent Tehini containing John and Rosemary Gonco and family (including dog) who had sailed all the way from Norfolk. Unfortunately, at this point Derek had to leave in order to get back to Maldon before the tide disappeared but the rest of us (including my wife Rita who had joined us after a day's work) charged aboard the Tehini for more tea and cakes before going ashore for the evening barbecue.

Many thanks to all of you, and to Marconi Sailing Club - see you next year!

The TIKI 21 cruise continues. Rory & Cooking Fat see Sri Lanka.

Rory McDougall leaves the South China Sea and travels through to the Arabian Sea.

It's time to keep you abreast of some more adventures around the globe. I hope you received the letters & photos I sent from Bali and Penang, telling some of the story so far.

After Singapore, the next challenge was the infamous Malacca Strait and all the horror stories that go with it! Actually there was nothing horrific at all during our transit, so I can only guess that the stories of pirates are exaggerated as usual.

I kept Cookie close into shore on the Malaysian side mainly to keep out of the busy shipping lanes and to remain in anchoring depth in case that the wind should drop and the strong tides turned against. I became used to sailing in shallow water with a reading of one or two metres showing on the lead line, and being over mud flats were unlikely to run into anything. You just have to trust no fishing boats have sunk recently in these parts! The water was a suspension of muddy soup and any canvas or sails on deck soon collected pockets of silt.

As we were so close in, we had to sail around numerous fishing boats, nets and bamboo fish traps. No real worries as we were doing lots of tacking and had an irregular course anyway. The moon was full which helped tremendously at night and the weather gave us a little bit of everything.

I pulled into the town of Melaka for Christmas itself and had a fascinating first experience of Malaysia. Melaka is a very historic trading river port and we tied up next to an inert ferry right in the heart of the old part of town. The river banks still lined with local trading boats taking all sorts back and forth to Indonesia. The back streets are full of Chinese traders & services with highly decorated rickshaws plying their business in the busy streets. There were many incredibly old temples and all the various religions seem to coexist very happily side by side. The local TV station came down for an interview about Cookie's voyage and I asked them in return to donate some money or aid to a children's charity in Melaka. We departed the next day so I still don't know if we went to air or not?

Upon leaving Melaka we really attuned ourselves to the rhythm of the strait, using favourable ebb tide to the full and stopping to anchor if the wind was too light to fight the flood tide. There are plenty of places to stop up the Malaysian coast, especially for us sensible catamaran owners! New Year found us in Penang and another milestone reached with the Malacca Strait now in our wake. Toto and I spent a whole glorious week there, to take a good rest and recharge our energies after being on the go ever since Bali, and only

very brief stops. I met the Penang sailing instructor who takes school kids out on Optimists, and we enjoyed many an interesting discussion - 1/3 in Malay, 1/3 in English, and a 1/3 in sign language! I took him & his students out for a sail round the bay on Cookie to show them a 'proper' boat! There were 12 of us aboard and no sign of the waterline. All had fun, kids climbing all over the place and maybe even a catamaran convert or two back in Penang now!

This last leg from Penang to Sri Lanka, was certainly a record trip for little old Cookie, covering the 1210 miles in exactly 7 days. She even broke her old 24 hour run previously 176 miles and now standing at 210 miles. Mostly under a reefed main too. Toto and I were delighted to feel the steady wind in the sails again and revelled in the surfing conditions, spending many hours on the helm to enjoy the exhilaration of Cookie swooping down the waves. We stayed on the 6th parallel from north Sumatra to Galle and found ourselves running along the main shipping lane - or should I say 'highway'! I've never seen as many ships since crossing the English Channel lanes. Sometimes we had up to 6 in sight around us and rarely without one for company. Quite a strange feeling when so far out to sea.

Two days out from Galle, we actually had one of the ships turn 360° circle around us to come up astern again and hail us if we needed any assistance. What jolly fine fellows! I used my code flags to signal that all was well aboard and to wish them a 'pleasant voyage'. The name of the vessel was the "Fellowship", very apt to the attitude of the crew I'd say. It gives me a good feeling to have a positive story about these big ships looking out for smaller fellow mariners, especially when you hear lots of yotties moan at having to alter course for them. I hope to see the "Fellowship" in port someday, to shake the captain's hand and give him a bottle of Whisky.
Sri Lanka is a fine place and the only sign of the Tamil unrest here is the security patrols and checkpoints around the place. Galle harbour is so safe with the 24 hour Navy patrols and mooring buoys to tie to, that I spent a week inland hiking up in the cool hills and taking advantage of the cheap public transport. The train ride is phenomenal. Sitting in the open doorway you can watch the world go by with breeze on your face. From the tropical coastline of white beaches & palm studded shores, you head inland over flat countryside of rice fields and flooded plains with roaming water buffalo. The interior is quite mountainous. Tea plantations abound on the slopes that rise to a maximum of 2,300 metres and the climate is refreshingly cool which is a welcome change for a while.

My Italian friend and crew, Toto, disembarked from Cookie here in Galle and found another boat to sail back to his home of Italy. I must confess to be enjoying the space to myself again. It is hard sometimes having someone aboard when they don't share the same intimacy of relationship with your boat.

It looks like I may have my friend from Australia, Nikki, joining me again but further up the track, probably in Suez. I'm really eager to do some more solo sailing with Cookie again. Once I had found the harmony of life aboard during the Pacific, it was like a type of meditation to be on your own with the sea, sky and wind as immense, yet often gentle forces around you. I experienced such a de-cluttering of my mind being in a here & now state and developing a very clear perspective of myself and the course of my life. I'm looking forward to more discoveries along similar lines.
Cookie & I will depart for Port Aden, in Yemen, mid February and look to be entering the Red Sea adventure mid March. You can expect to get the next instalment from Suez in April.

Some technical points to mention: The solar still lasted 3 months before algae started to grow and gave 100ml of fresh water to one hour of direct, strong sunlight in its first month of use. Its effectiveness reduced to this output after 3 months, even after flushing out the concentrated salt inside. In a downpour of rain off Java, I collected 75 litres of drinking water off the mainsail alone in just over one hour. I hope to be back in the harbours of Devon & Cornwall late August, this year and look forward to some social gatherings of the P.C.A.

Ed. As you will see from the Summer meet report (page 14), Rory made it back in time for the meet. Mag 34 will carry the account of that voyage.

UK SUMMER MEETING

And they came from around the world!!!

Mixed weather, a wide selection of boats, and the arrival of Rory McDougall all contributed to a meeting to savour. The Saturday night social...great barbecued food, music, "fruit " punch (and rain!) made this another "classic" to talk about for a long time. A selection of views from those who attended with photographs giving a flavour of the wide range of cats seen at a Millbrook meet:

From Helen, John, Amy, Sam and Joe Cartwright - Tiki 21 "Verity": We particularly enjoyed sailing in company with similar boats, it was brilliant!

On the Tuesday, some of us sailed to the River Yealm, there were two Tiki 21s, two Hinemoas, **"Big Tiddles"** and Tangaroa **"Silent Annie".** We anchored and those who stayed climbed aboard "Verity" for a natter - followed by a party on board "Big Tiddles" in the evening. We spent most of next day talking to Dave Hender about his adventures of the last few years.

Wednesday Tiki 36 **"Pelican"** sailed to Fowey to meet Rory .

Thursday brought the arrival of Rory and Malcolm on **"Cookie"**, escorted by "Pelican". Round the world on a Tiki 21 is an incredible feat!

On Friday "Verity" and Tiki 21 **"Sweetpea"** sailed out to meet the **"Endeavour"**, (A replica of Capt. Cook's ship.) she seemed to pitch much more than we did! It was a spectacular sight to see her under sail.

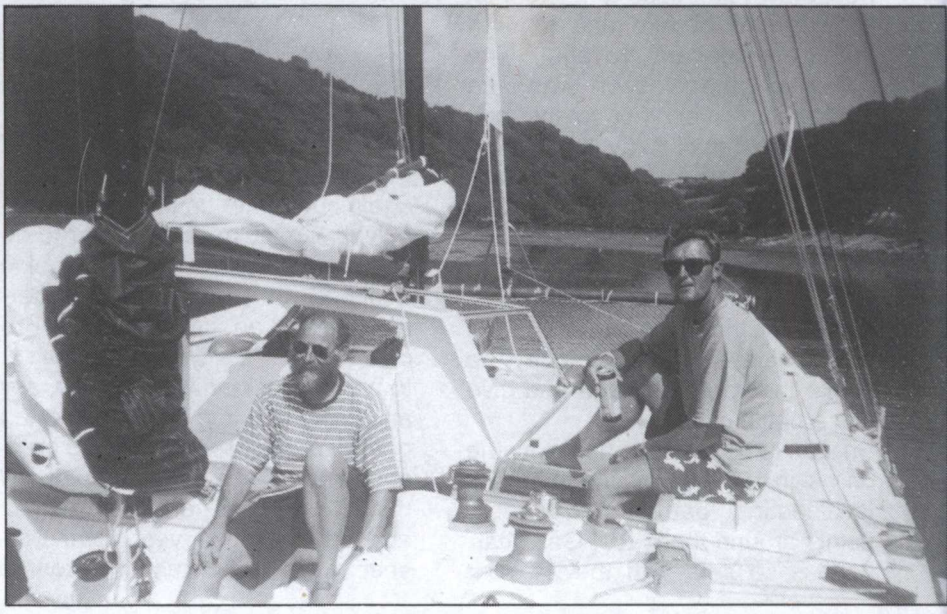
In the evening we had a memorable sail to the pub at St. John and back ("Verity", "Sweetpea", "**Ceremony",** and **"Dignity"**.) We weren't really racing but Martin Grout kept tweaking our sails!

Saturday morning was barbecue preparation time, a good turn out to help Liz and Nan Brown with the food. After we just managed to catch the tide and had a superb sail in company with "Sweetpea" who looked spectacular crashing through the waves.

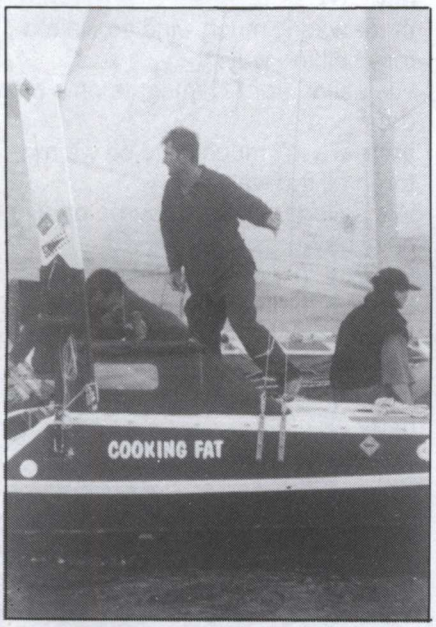
THE CAWSAND BAY RAFT UP ON SUNDAY WAS OF 15 BOATS:

Three Tiki 21's,(**"Dandelion"**, "Verity" and Darren Newton's **"Daz"**) two Hinemoas, (**"Sebastian"** and "Ceremony"), two Pahi 31's, "Dignity" and **"Tainui"**), two Tangaroas (**"Myros"** and "Silent Annie"), two Tiki 36's, (**"Kiboh"** and "Pelican"), a Pahi 45, (**"Turla"**), the Tiki 31 Espace, ("Big Tiddles"), an Oro, (**"Mannini Pahi"**) and Roger Cross's Tiki rigged, dory hulled,16' monohull experiment (**"Skiver"**). It's great to meet other enthusiasts and see some of their boats.

Monday's Building Seminar, run by Steve Turner, was well attended.



The main topic discussed was modernising old classics. Dave Irving brought along some "tow testing" models and described the alterations he and Lena are doing to their Narai MkIV **"Havaiki"**. A question and answer session followed.



Everyone who attended the meeting was very impressed by Christiano Ridolfi who was repairing his Pahi 31 in the yard at an incredible rate and making an excellent job!

From Dave Waller: It was an August Bank Holiday - Friday evening. After a long wait I was at last on the Torpoint Ferry; light was fading and a fine misty drizzle hung over the Tamar. Millbrook Creek lay hidden.

And what would my therapist say? My addiction had got the better of me. I was heading for the annual PCA meet again and was already feeling "high".

Saturday morning greeted me with mist and fine drizzle. Millbrook was subdued. Scott's office was warm and inviting although overflowing with brightly coloured plastic cauldrons each containing feed of a different sort. Liz could be heard slaving away in the galley - preparing things for a delight at the evening BBQ.

More of Scott's time and knowledge were freely given and gratefully received - then out into the open again and meeting fellow addicts old and new. Boats looked at and admired - thoughts, ideas, fantasies shared.

Can we help, Steve? (No, apart from praying to the Sun Gods.) With Martin in the lead we went hunting dry (ish) wood for the fire in the evening. Doors, battens, twigs, logs, masts - oops, sorry ...

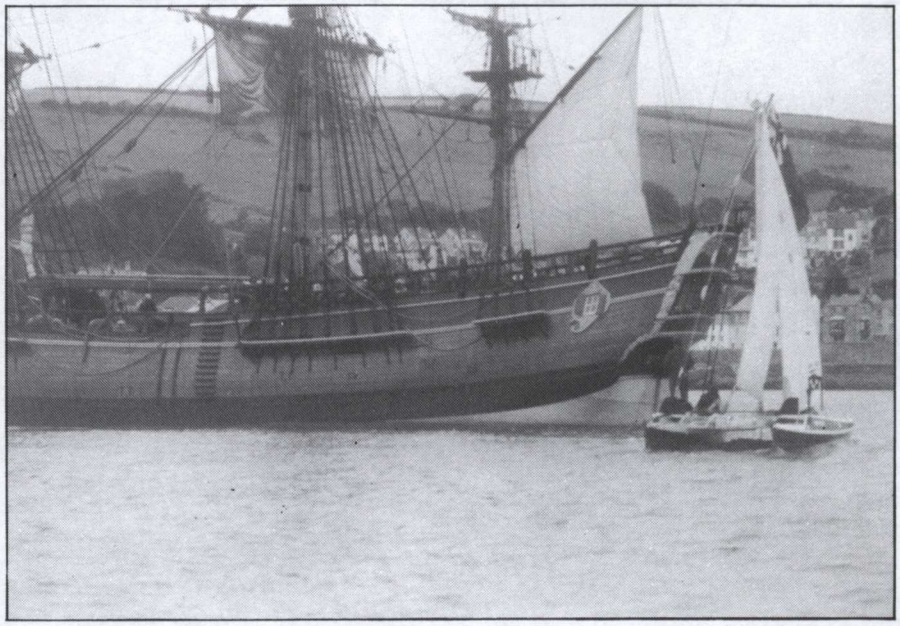
Time for a quick shower and relax.

By the time I arrived back things were in full swing. Maestros played music in the tent Steve had erected, Liz and her helpers were cooking and arranging food, Scott, defying "death by a thousand burns" was baking potatoes and garlic bread.

Yes it blew; yes it rained; yes the food was excellent; yes Scott's brew was lethal; yes the company was good. Hot bananas and ice cream too!

Wow; it's Sunday morning! (Well, late morning actually!) Knowing how to grovel (plus it being my birthday) got a wonderful afternoon on "Pelican" (Tiki 36). Captain, crew and stowaways all fine company - Raft up and a chance to crawl around everyone's boats - are all Wharram people so nice?

Monday - Couldn't leave early - impossible, Steve giving out his pearls of wisdom on boatbuilding and re-building. I'm sure there must



be something that man doesn't know about Wharram cats!

Mid afternoon - must go now. Moving house tomorrow. I must be insane - my therapist thinks so. But for me it's been great. I'm sane - it's just the rest of the world who are mad!

Thanks so much to Steve and Scott and their families and to everyone else who was there. (Especially Peter Smith and the crew of the Pelican.)

From Dave Hender "Big Tiddles":
After three years away from England, and with the last 12 months constantly on the move, we needed time to readjust. We used the meeting as a comparatively painless reintroduction to the lunacy of "normal" society- a sort of half way house, peopled by folk with similar aspirations and values.

SOME RECOLLECTIONS:

* The barbecue with good food great punch and lively company.
* Meeting Rory again after six years! comparing **"Cookie"** with Tiddles.
* The Building seminar - A useful forum where I picked up several good ideas.
* The Raft up - Great to see so much enthusiasm and interest but why do so many aspiring live aboards wear shoes? It took an hour to clean the decks afterwards!
* The contrast in attitudes between the relaxed "Old hands" and the frenetic mobile-phone wielding newcomers.

THE HIGHLIGHT:
Two gentle days at anchor in the Yealm, in company with two Tiki 21s and two Hinemoas, discussing boat design and lifestyles - I almost missed this, but was stirred out of my apathy by a string of boats sailing past asking "Going to the Yealm?" THANKS EVERYBODY

From: Robert Sheridan - Hinemoa "Ceremony" This was the first time I had been to a summer meet. I think it is the best sailing event I have ever been to in a long and varied list, I know it was the best barbecue I have ever been to!

The thing which made the most impact on me was how friendly, laid back and self reliant people were. In particular it was noticeable that everyone, regardless of experience, was on the look out for new ideas and keen to share their ideas with anyone else. This attitude was reflected in the boats each of which was very much in the image of its owner and invariably contained much evidence of innovation - not something you can say of the standard production monohull.

My only criticism would be that the meet needs to carry a warning in the advance publicity along the lines of: **'Attendance may result in a burning urge to modify your boat , sell up and sail into the sunset'**

The meet was great fun and an invaluable source of information. I have enduring memories of the huge raft in Cawsand bay and sailing out of St John's in the twilight with the boats outlined against the lights of Plymouth.

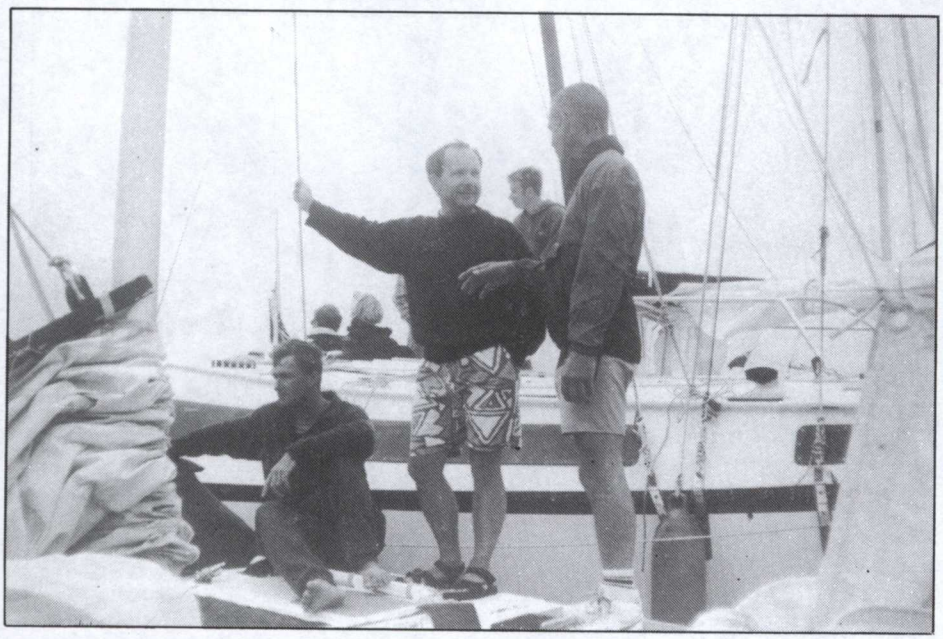
From Dave and Rita Barker Tanenui "Red Wind"
ODE TO A PCA BARBECUE

We sailed from Essex on a fine, hot day,
there wasn't much wind so we motored all the way.
We sailed from Ramsgate on a hazy day,
there wasn't much wind so we motored all the way.
We sailed from Eastbourne on a hot, hazy day,
Chorus (Repeat similar verses for Littlehampton and Yarmouth)
Finally, at Weymouth, the strongest wind so far,
was right on the nose - so we hired a car!
Still the barbecue was worth it!!

From Pete Kyne Pahi 31 "Dignity":
What a weekend!! When I slipped my mooring in the Scillies the forecast for the passage was SW 3/4 occ 5 but decreasing during the night to 2, patchy rain and poor visibility.

The Lizard (halfway) was abeam after only five hours and hopes for a fast passage were rising but slowly and surely the wind faded through the night until ten miles from Plymouth, just after dawn, when the wind deserted me altogether.

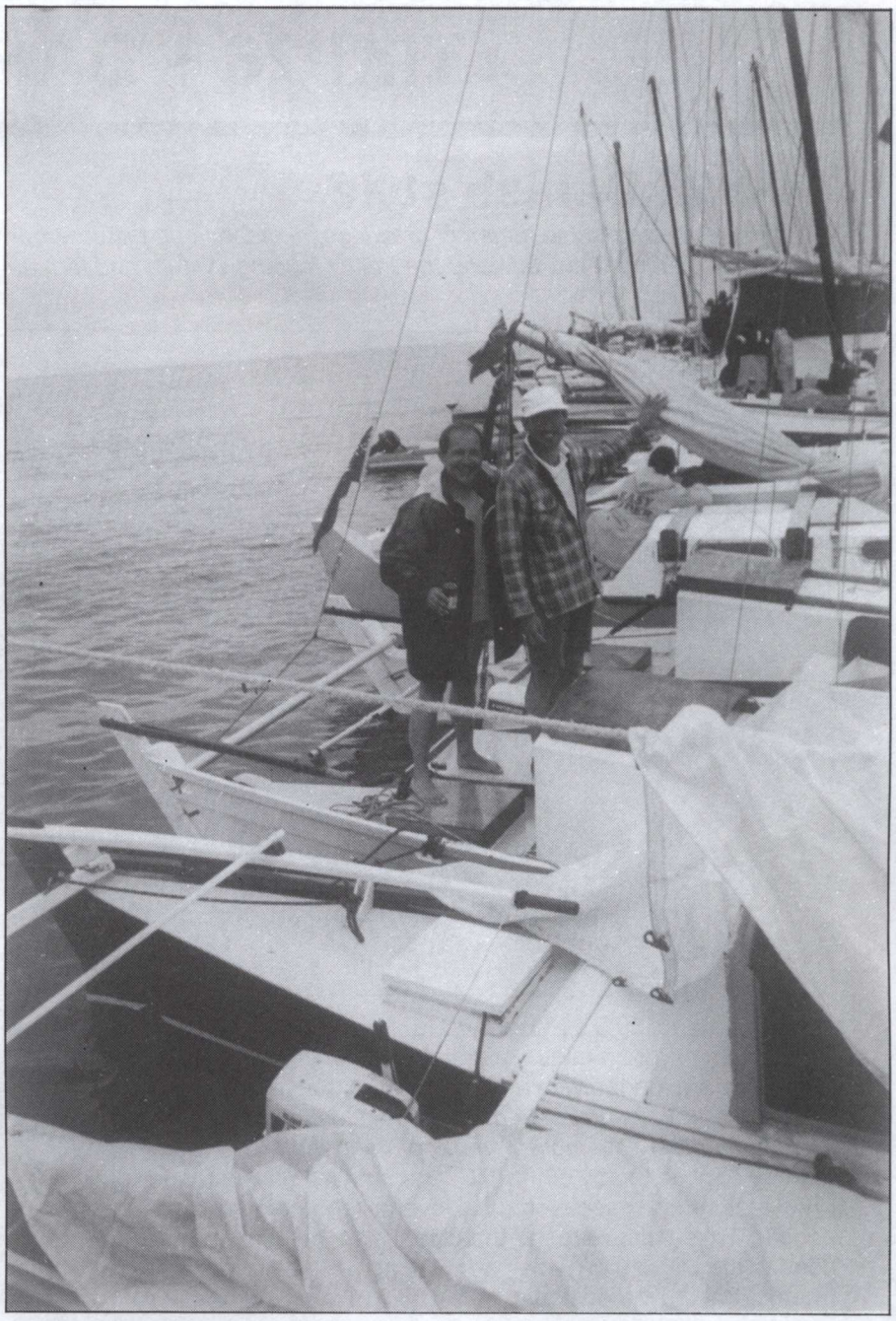
With only a couple of hours of flood left it was time to make use of the outboard to make it through the Hamoaze before the ebb. The 2nd half of the passage eventually took 12 1/2 hours, but I was there, anchor down, ready to dry out and ready for Zzzzzeds.



After a few hours of sleep I still had a short wait for the tide to lift 'Dignity' off the mud, after which I went alongside 'Big Tiddles' to meet up with Dave Hender and Jane who had spent several weeks in Scilly just recently, and to partake of his dry wit and excellent coffee.

Next came the most unnerving part, interested people coming aboard nosing about and full of questions, no surprise really, but over the weekend several people were taken out for a sail, culminating in a raft-up at Cawsand which was quite a spectacle. This a good opportunity to have a close nose at some of the other cats. By the evening the wind (what there was) had turned to the NW and the decision was made to sail back to Scilly leaving at 11pm.

Peter Castle and Andy had volunteered to crew for me as they wanted more experience of Wharrams and I was glad they did, it was a 31 hour slog to windward (sorry lads) and I am very grateful for their help. All in all it was a brilliant weekend and I had a good time. The weekend was well organised and my thanks go to all those involved in arranging a great event, W E L L D 0 N E!



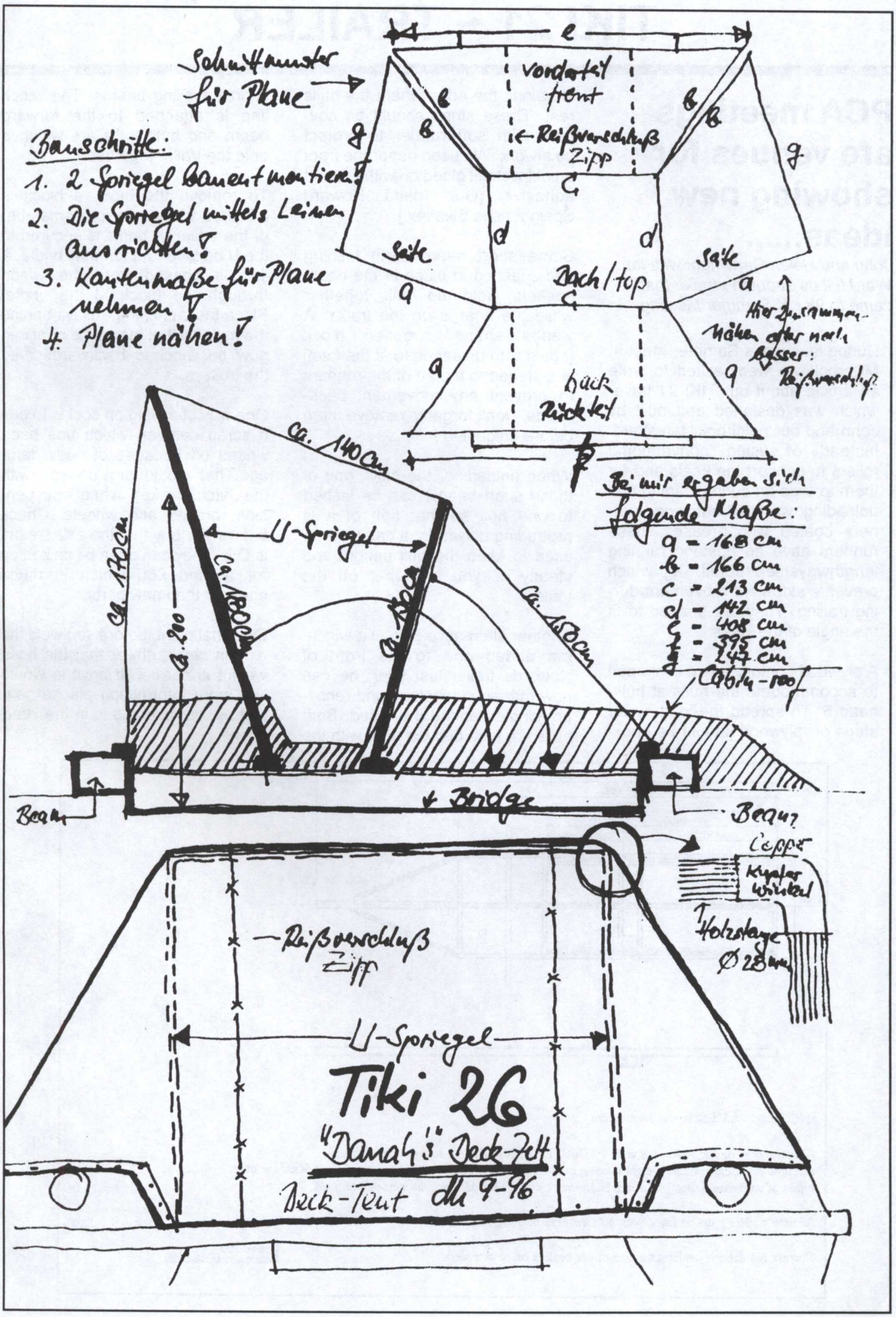
TIKI 26 Danish style.

The first of a remarkable series of drawings, sketches and pictures from Dirk Horstmann. Enjoy! This edition...the trolley loading system and tent details..

Opposite. The tent details should be self expanatory! Please remember all dimensions are centimetres.

The loading system uses a flat bed trailer with a tilt facility. The hulls are loaded with a carrier trolley (above). *(If you are to use the trolleys on uneven or earth/sand surface, larger diameter wheel assemblies are recommended.)* This system can be applied to any of the TIKI and smaller classic range. Two factors to be accounted for, overall length and overall length. These differ around the globe. As a guide a normal load in the UK is 9' 6" wide and 30' long....we have not yet metricated the dimensions.

Left. Towing is made easy with 4 wheeled trailer. The tie downs are webbings with over centre locking ratchets...very simple to use and fool proof.


Schnittmuster für Plane
Bauschritte:
1. 2 Spriegel Bauen montieren!
2. Die Spriegel mittels Leinen ausrichten!
3. Kantenmaße für Plane nehmen!
4. Plane nähen!
vorderteil front
Reißverschluß Zipp
Seite
Dach/top
Heck Rückteil
Hier zusammennähen oder noch besser: Reißverschluß
Bei mir ergaben sich folgende Maße:
a = 168 cm
b = 166 cm
c = 213 cm
d = 142 cm
e = 408 cm
f = 395 cm
g = 247 cm
Cabin-Top
ca. 140 cm
U-Spriegel
ca. 170 cm
ca. 200
ca. 180 cm
ca. 150 cm
Bridge
Beam
Beam
Cappe
Kunststoff Winkel
Holzstange Ø 28 mm
Reißverschluß Zipp
U-Spriegel
Tiki 26
"Danah's" Deck-Zelt
Deck-Tent ab 9-96

TIKI 21 ~ TRAILER

PCA meetings are venues for showing new ideas.....

John and Helen Cartwright with Ian Ward tell us about the trailer that came to 96 UK Summer Meeting.

During last year's Summer meet at Millbrook we were asked to write an article about our TIKI 21 trailer which was designed and built by John and our neighbour Ian Ward. Instead of using conventional rollers to support the keels and for them to slide on during loading and unloading, we fitted hardwood runners coated with grease. These runners have an upstand running lengthways[see detail `X'] which prevents sideways movement during trailing. They are shaped to fit the angle of the keels.

A plywood contour board is shaped to accommodate the hulls at bulkhead 5. To spread the load, wider strips of plywood should be epoxied along the edge where the hulls rest. These strips should be covered with soft rubber to protect paintwork. We used neoprene from an old wetsuit glued on with contact adhesive [Our friend Howard Speight uses Sikaflex].

Some short beams with lashing pads, lashed in place in the beam sockets, hold the hulls together while the boat is on the trailer. A wedge shaped wooden block [again with upstands to fit the keel] is fastened to the aft of the runners to prevent any movement backwards. Don't forget to remove them before unloading !

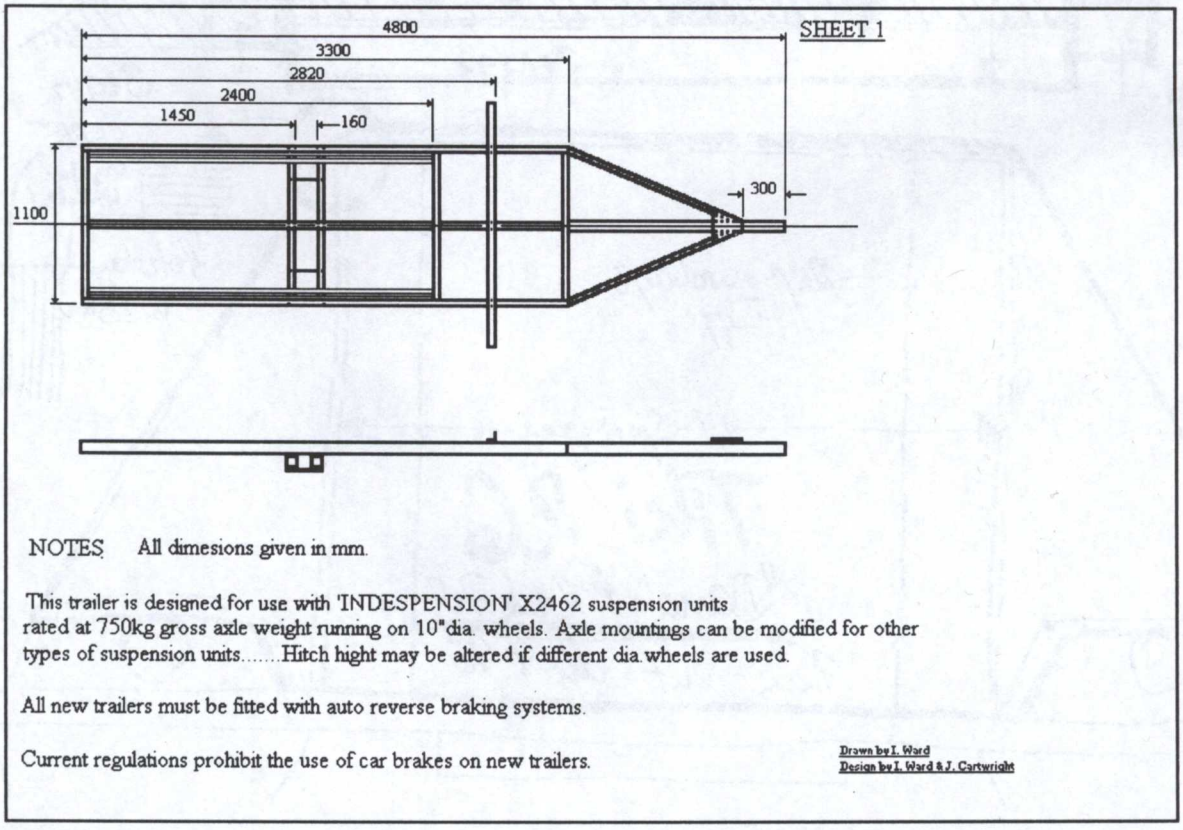
When unloading the hulls, one of these short beams can be lashed to one hull so that half of it is protruding outwards. It can then be used to keep the hull upright and steady as you slide her off the trailer.

Another alternative is to fit a winch. Ian added one to the front of Howards trailer last year; he can now manage launching and recovery single handed if needed. Both hulls are fastened together with the short travelling beams. The winch line is attached to the forward beam and both hulls are winched onto the trailer together .

To remove the hulls, a block is attached to the rear crossmember of the trailer. A bridle is secured to the U bolts for the forestay bridle. A line is passed from the winch through the block to the bridle. Place the launching trolleys behind the hulls so that the whole boat can now be winched backwards onto the trolleys.

One way of saving on cost is to buy a scrap caravan which has been written off because of body damage.That would provide you with the hitch, jockey wheel, suspension, brakes and wheels. Check before you buy that the axle weight is O.K. They can often be picked up for around £50 which is much cheaper than new parts.

One final point, before you weld the axle in place, check that the nose weight is correct. If anyone would like more information please contact us, our address is in the yearbook.



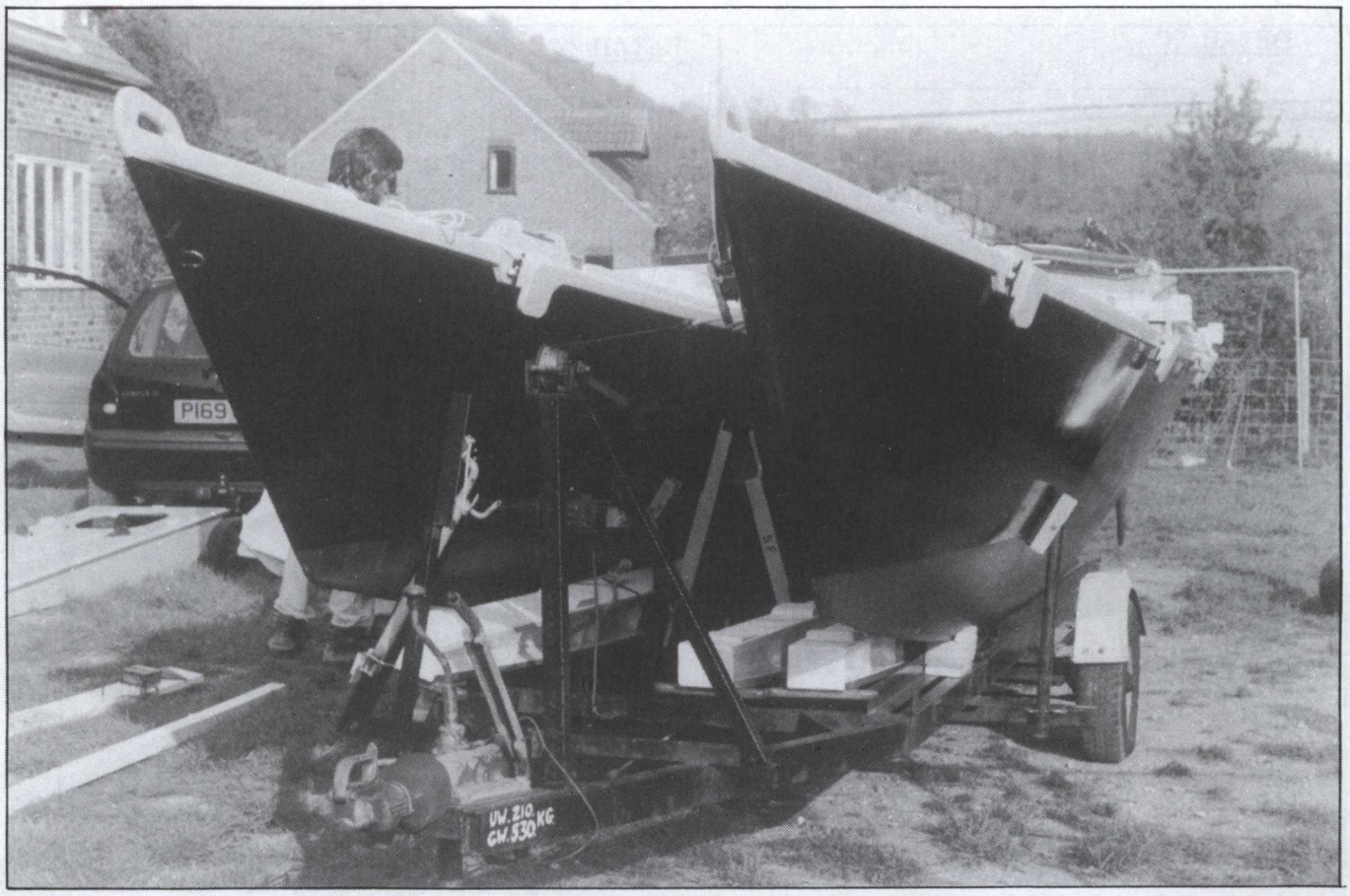
NOTES All dimesions given in mm.

This trailer is designed for use with 'INDESPENSION' X2462 suspension units rated at 750kg gross axle weight running on 10"dia. wheels. Axle mountings can be modified for other types of suspension units.....Hitch hight may be altered if different dia.wheels are used.

All new trailers must be fitted with auto reverse braking systems.

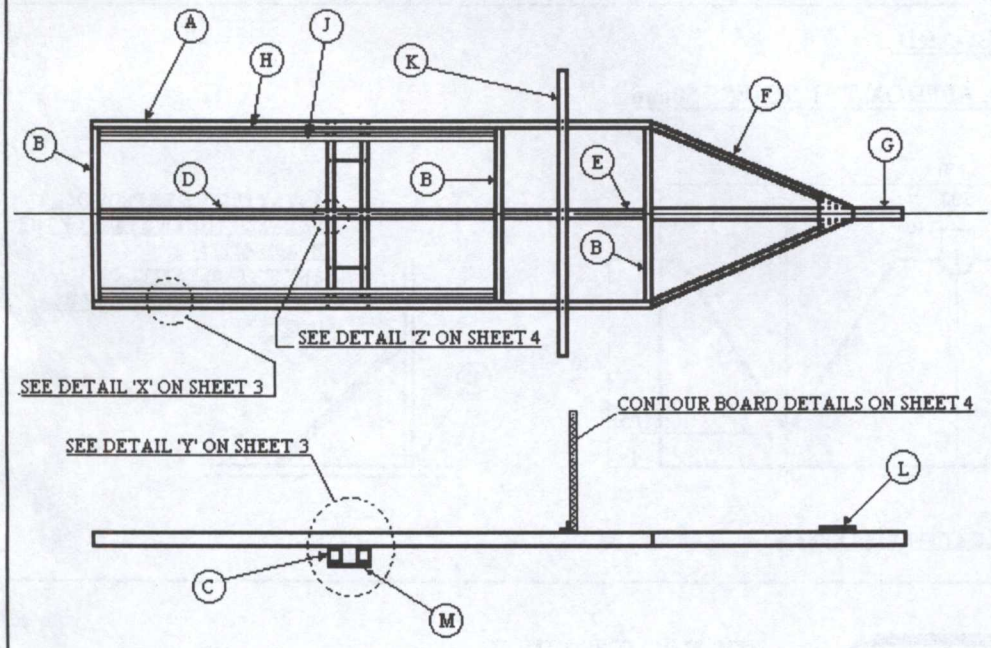
Current regulations prohibit the use of car brakes on new trailers.

Drawn by I. Ward
Design by I. Ward & J. Cartwright



The finished result with Howard Speight's TIKI 21 loaded and ready to go. The beams are secured on the base of the trailer between the hulls.

SHEET 2

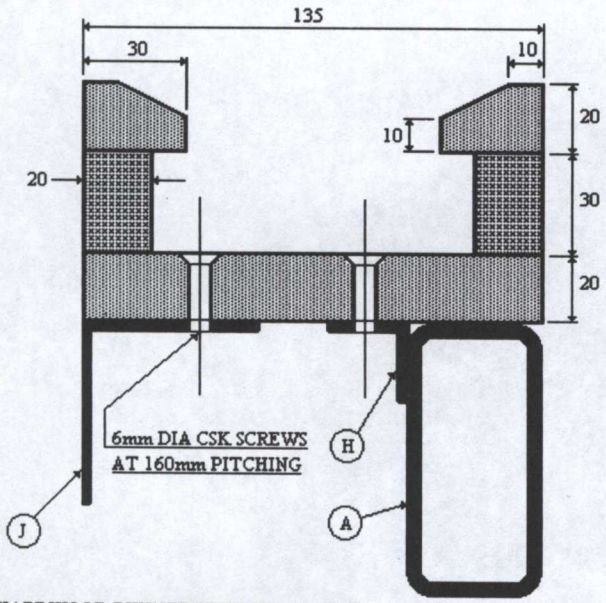


MATERIALS LIST

A	rhs	80 * 40 * 3500	2off	B	rhs	80 * 40 * 1020	3off	C	rhs	50 * 50 * 1100	2off
D	rhs	50 * 50 * 2320	1off	E	rhs	50 * 50 * 820	1off	F	rhs	80 * 40 * 1400	2off
G	rhs	70 * 70 * 1500	1off	H	rsa	25 * 25 * 2320	2off	J	rsa	50 * 50 * 2320	2off
K	rsa	50 * 50 * 1680	1off	L	p	200 * 250 * 6	1off	M	p	210 * 240 * 6	2off

Drawn by I. Ward
Design by I. Ward & J. Cartwright

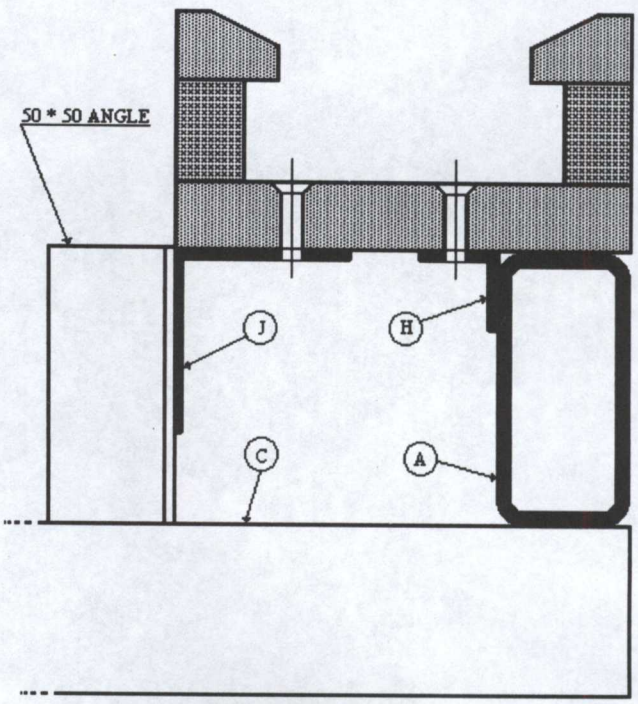
DETAIL 'X'



HARDWOOD RUNNER SECTIONS BONDED & SCREWED OR NAILED AS SHOWN. LENGTH OF RUNNER 2400mm

DETAIL 'Y'

SHEET 3



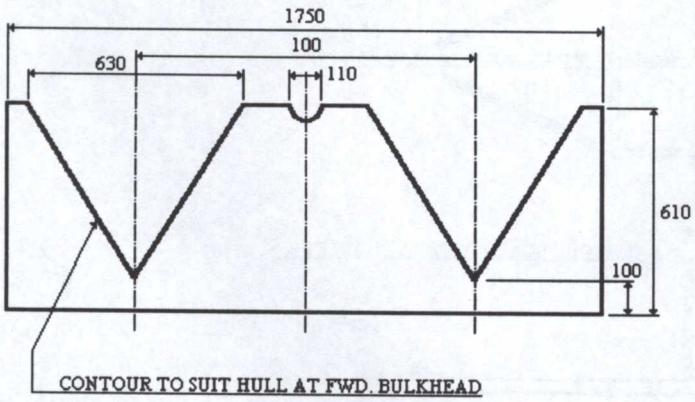
Longitudinal angles 'J' are supported over axle beams 'C' by short lengths of 50mm*50mm angle as shown

Drawn by I. Ward
Design by I. Ward & J. Cartwright

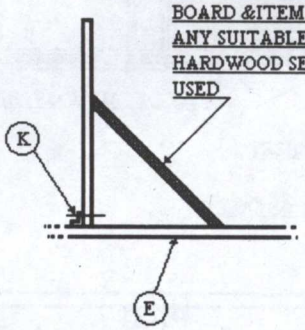
DETAIL OF CONTOUR BOARD

SHEET 4

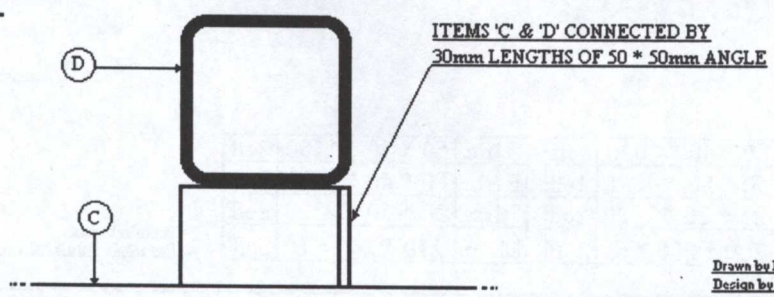
MATERIAL:- PLYWOOD, APPROX THICKNESS 50mm



A STAY SHOULD BE PROVIDED BETWEEN THE FWD FACE OF THE BOARD &ITEM 'E'
ANY SUITABLE STEEL OR HARDWOOD SECTION MAY BE USED



DETAIL 'Z'



Drawn by I. Ward
Design by I. Ward & J. Cartwright

News from Seapeople

Australia

Brian Bartlett writes from Carnarvon, W.A. to say:
Gudaye from W.A. My name's Brian and I have just joined the association. I have a 28' Tanenui which i bought without seeing it, backed it out of the marina the day after I first saw it and sailed 600nm to my home town. One severe storm , calms and safely home. I live about half way up the west coast where it is beautiful sailing for catamarans, low tides where you can anchor in 20' of water 5-10 nm off shore and when morning comes you are aground waiting for the water to return. My cat is named **"Abesea"** (pronounced ABC), I have had three other cats and one half boat (Mono). I usually sail single handed unless a mate comes to fish. I would love to build a Wharram but would have my ambitions mixed up with my capabilities so I'll stay sailing! I don't know when and where my boat was built but its in good condition and I'm very happy with her performance. Any members coming through Carnarvon can ring me anytime for a chat or a hand if required. (099412163)

David Mitchell writes:
This picture is of my son Sean and me with our Tiki 21 **"Marodi"** at our Autumn '97 meeting held at the Basin, Pittwater, Sydney. Ray Mills' Pahi 26 **"Samantha Jo"** is in the background. *He continues:* John Hawken has moved his Capt. Cook hulls on site for final work before launching in a few months. The site is at Kurnell, the southern shores of Botany Bay near where Captain Cook landed! The 42' is extremely impressive with teak edging below decks and outside finished to perfection. We are all looking forward to sailing on her at our Spring meeting.

Canada

Mark Hamill of Richmond BC writes:
I have a Mk.IV Tangaroa named **"Whiskers"** which I bought in Ontario and trailered across Canada. I would like to make contact with other members in the West coast area and will act as the area PCA representative. *Its great to hear that Mark is going to be the PCA's rep. for Western Canada, members interested in meetings on the West Coast should contact Mark, his address is in the Year Book.*

Ditty Bag

FOR SALE

Aluminium Tiki 26 mast

Phone Dave on:

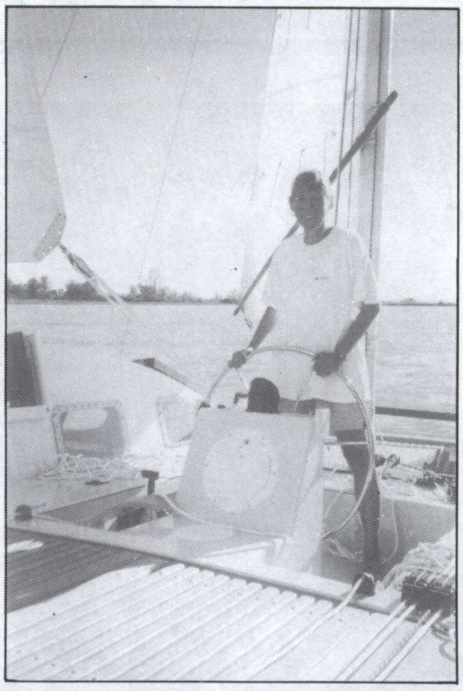
Tel: 01752 229938

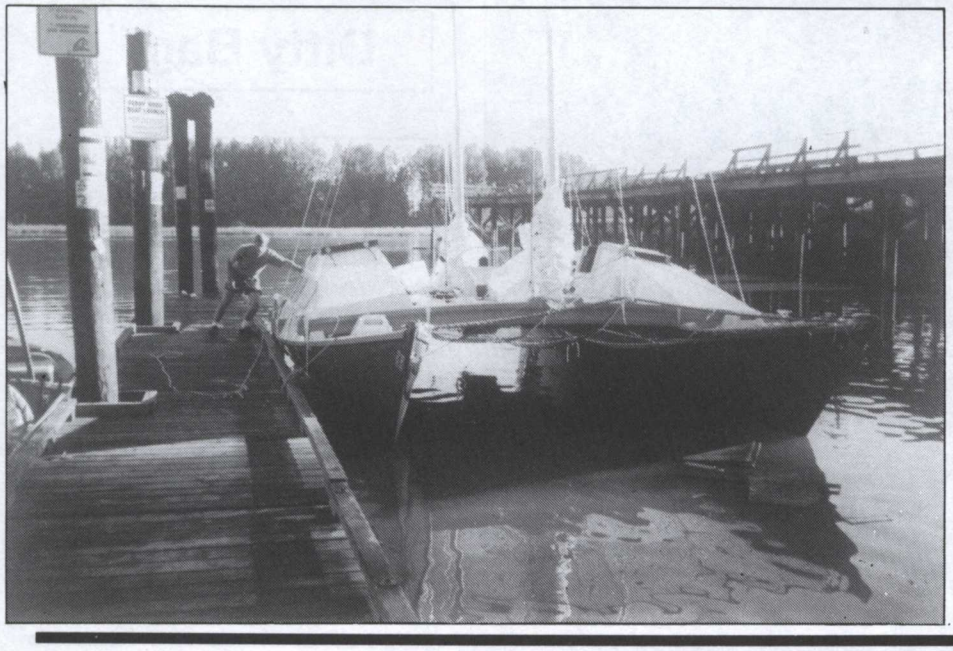
Plymouth (UK)

Canada

Email from Tim Webb :to PCA@multihulls.uk.com

I finally launched my Tiki 31 - "Lookfar" - last weekend after five years of building. I suspect I am not as fast as some people in building and the changes I made to the cabin tops added quite a bit of time but my total working hours are around 2500 - quite a bit more than the estimated 1000 from the study plans! I will send some pictures and more words soon, although I am not sure it will be in time for the next mag (Ed. They did!). Overall I am really pleased with the way she has come out. We went for a motor on tthe Fraser River right after the launch and the Yamaha 9.9 fourstroke pushes her along really well. Then the next day we went out for a brief sail. I just have the basic working rig mostly set up (main,mizzen, jib) but she moves very nicely and we didn't have any big problems tacking although she is slow through the wind. Unloaded apart from the outboard (those 4 strokes are heavy) she sits down in the water a few inches at the stern. How have other people found the trim on Tiki31's? I will spend the next weeks/months fitting her out a bit more and then will start to get her ready through the winter for a longer trip next year.Tim





Germany

Frank Schernishu from Hamburg writes:

"**Pelle & Pingo**" (Tiki rigged Hinemoa) is moored on the island of Fehmarn this Summer. Weekend sailing on the Baltic is OK though the choppy waves make going to windward really wet. The most important difference between the Med & the Baltic: on the Med you don't notice a wet ass, on the Baltic you do! Tomorrow I start my summer holiday, at least three to four weeks are available this year. There's plenty of shallow waters to discover in Denmark.

Ditty Bag

PCA member seeks English speaking Au Pair

to look after 6 year old girl in Austria. Own room - can attend German classes if wanted - one year or longer.

Tel: 00 43 225475331
Ester & Otto

New Zealand

Kevin and Megan Bourke write from Manapouri to say:

Thank you for the services you provide. I believe we upon the Southern end of our great globe are well represented by the association, after all, it is our input which keeps up your supply of interesting items of a Southern nature.

A group here in South Island NZ calling themselves "Waka on Wanaka" are planning annual sailing races every Easter using original dugout canoes from around the Pacific and a dug out version of the Americas Cup in 1999!

In my search for adequate diesel power for our Pahi 63 , I am looking into long shaft engines as used in Thailand. I wrote to three members of the PCA and Andrew Carr replied with good information on power systems used by fishermen from Phuket. Simple diesel engines using chain drive reductions and utilising the propeller wash to assist water supply pumping. He mentions 200 seater ferry boats using V8 petrol engines with longshaft set ups, they steer by pushing the engine sideways and can lift the propeller by pushing down. Andrew suggests that 2 horsepower per ton works well. In an article I recently read by Tristan Jones he was achieving 12 knots with a loaded 40' dugout using a 15hp air cooled diesel long shaft- sounds good. This engine was supplied by Yanmar of Japan ready to go, so I shall enquire further. Variable pitch props may be better than gearboxes and lighter as well.

How is our man going who was looking into vortex generators a la Schauberger? I am very interested in Schauberger's work and believe that vortex generators have improved our Hinemoa. Schauberger was the best when it comes to understanding the best use of water flows.

Our building of **"Southern Laughter"** continues somewhat slowly because my work has sped up considerably of late. I am just about finished beams 3 and 4 which have all the connectors for the centre deck supports, the photo shows the way I have checked these connectors into the beams before putting on the 6" x 1" top and bottom pieces. Our masts are finished and are beautiful. We will have our first hull framed up by the end of this winter. Long live epoxy resin and good timber!

Two horse power per ton sounds about right to me, with the 8hp air cooled diesel fitted in ***"Imagine"****, (our 46' Oro) we cruised at about four and a half knots with a loaded displacement of about six tons. I am looking for an engine of 12 to 15 hp as part of the rebuild now going on and expect to achieve about 8 knots with the increased power. Steve. (See Sea People no. 11 for details of engine installation with long shaft).*

MARINE BAZAAR

The Chandlery Warehouse Sutton Wharf Sutton Harbour
Plymouth PL4 0DW 01752 665385 (Evenings 822747)

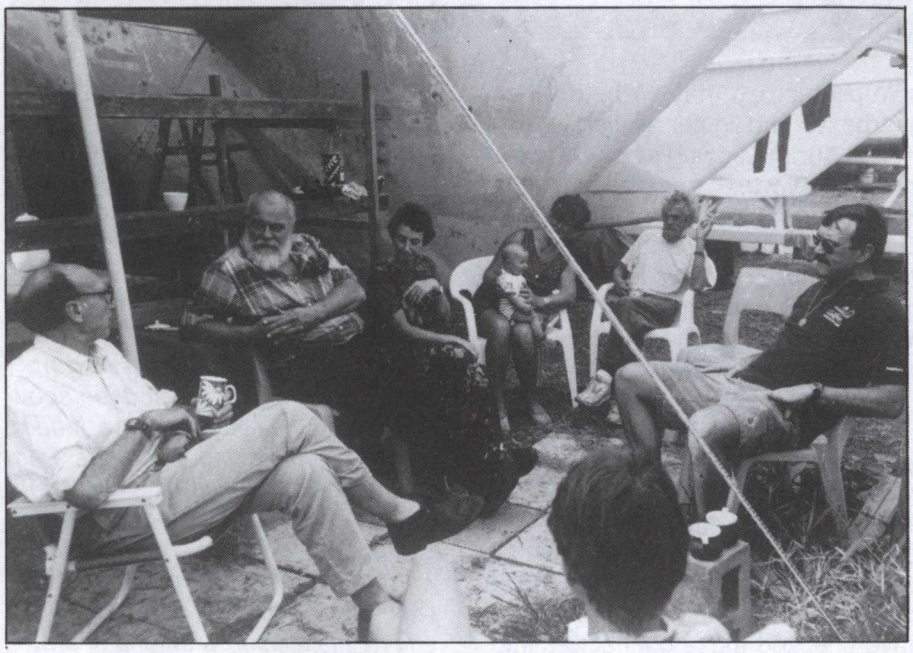
- Discount and second hand chandlery. Large shop.
- Engineers.
- Outboard motors
- We usually have used Malta longshaft (Ideal for Tiki 21/26) and 4 stroke Yamaha outboards in stock
- Main agents for Suzuki & Evinrude
- Parts for all makes
- Mail order
- Part exchange- we also buy for cash!

PCA DISCOUNT!

South Africa

Email from Lawrence J. Moorcroft
To PCA@multihulls.uk.com

In may this year, James and Hanneke flew into Durban (South Africa) on their first visit to this neck of the woods. They were met by Des and Alison (Narai 1V) and myself. Knowing the discomfort tall people experience on international flights, we suggested to them that they could rest up for a few hours before the 2-hour drive to Richards Bay. James readily agreed, and after a cup of tea - or two - a light lunch and a relaxing chat with a small group of builders at the bluff yacht-club, we left for Zululand.



Driving up to Richards Bay, Hanneke showed us photos of Gaia in Polynesia, and sketches of the new Tiki 46, as well as the outrigger canoe, Melanesia. While we were listening to all this interestinginformation, I asked if James would consider addressing a larger group than the few of us in the microbus, about his work and philosophy. James happily agreed to do so when he returned to Durban a week later. Arriving at Pemba cats in Richards Bay, we were met by the sight of the huge 63 foot Gaia hulls and cross beams sparkling in the sun. What a massive boat! It seems to go on forever.

It was now obvious that the boat could not be launched that week, so we left James and Hanneke with their host and returned to Durban to organise a Wharram evening for the local enthusiasts. Lourens (Tiki 38) organised a venue for James' talk at the point yacht club and also a slide projector and screen for Hanneke's photos. We drew up a poster and photo copied it to advertise the event, and were amazed when nearly 100 people rolled up to hear the guru of Polycat Design.

James gave us an quick resume of early catamaran history and then launched into his latest work and travels in the pacific. Hanneke backed up the dialogue with beautifully photographed slides.

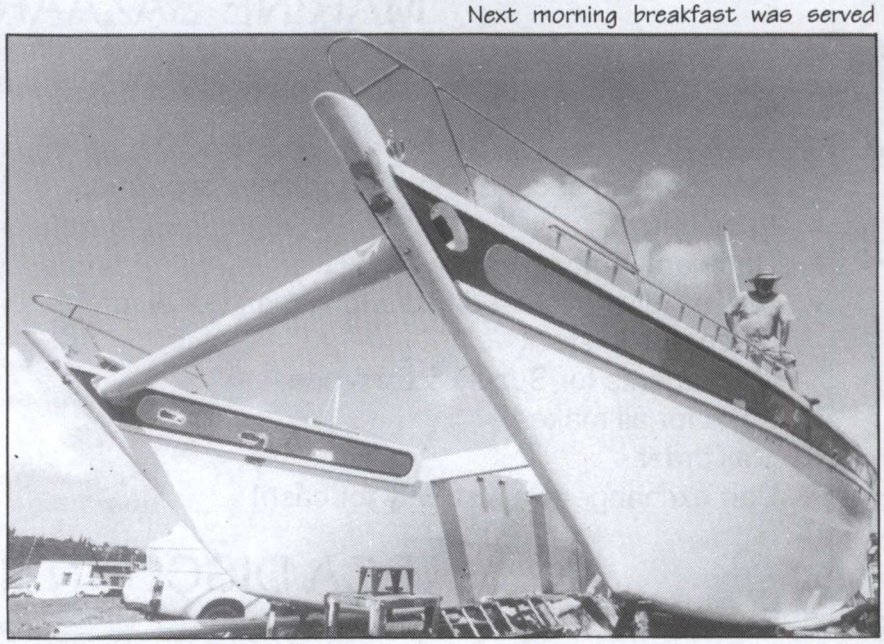
After the talk we stopped to braai (BBQ) and drink some more South African red wine.

James then followed up with a question and answer session, because of the many queries he had to field from the audience during supper. The first question asked by Paul (cpt.cook 42), who had specially flown up from Cape Town to attend, revolved around tiller toe-in angle, or as some refer to it, the Ackerman linkage angle. Without hesitation, James answered simply that he did not know what the correct angle was or how one calculated it.

Next question raised was vortex generators, or as James once put it, vortex eliminators. Again James replied that he did not know enough about the subject to comment. Instead of waffling through these subjects and ending up with an incoherent mess of verbose trivia as some of the glitzy designers may have done to save face, James simply said he did not know. This unashamed negative answer had a very positive reaction from the audience. I overheard one say: "it takes a brave person to say he does not know"..... and another: "thank heaven he did not try to bullshit us!"

From then on James, with Hanneke's prompting at times, kept the group well entertained and technically informed and it was clear from the comments afterwards, that he had won a lot of converts for Polynesian Cats. We could happily have gone on all night, but as the next day would be hectic for our visitors, we returned to our boat where James and Hanneke drank one last cup of tea before retiring to bed.

Next morning breakfast was served



under Dave and Barbara's Akira (on the hard of course) attended by Rob (Tehini) who made the toast, and a few other builders and enthusiasts.

Lourens and Paul took James and Hanneke off to town to conclude some last minute travel arrangements, and to meet Hans (Tehini) Klaar's wife, Catherine, for lunch. Later in the afternoon, Des picked up an ailing James from Catherine's home and took him and Hanneke a few miles down the south coast to Amanzimtoti ("Sweetwater" - so called by Chaka the great Zulu king) to show them his nearly complete Narai mk1V, sail no.1!! James was feeling quite ill and spent a few hours resting before flying back to England. It was great having James and Hanneke visit us, albeit so briefly. Much is the pity Ruth could not also have been here.

UK.

Email from don liddard
to PCA@multihulls.uk.com
Subject: Canary Islands

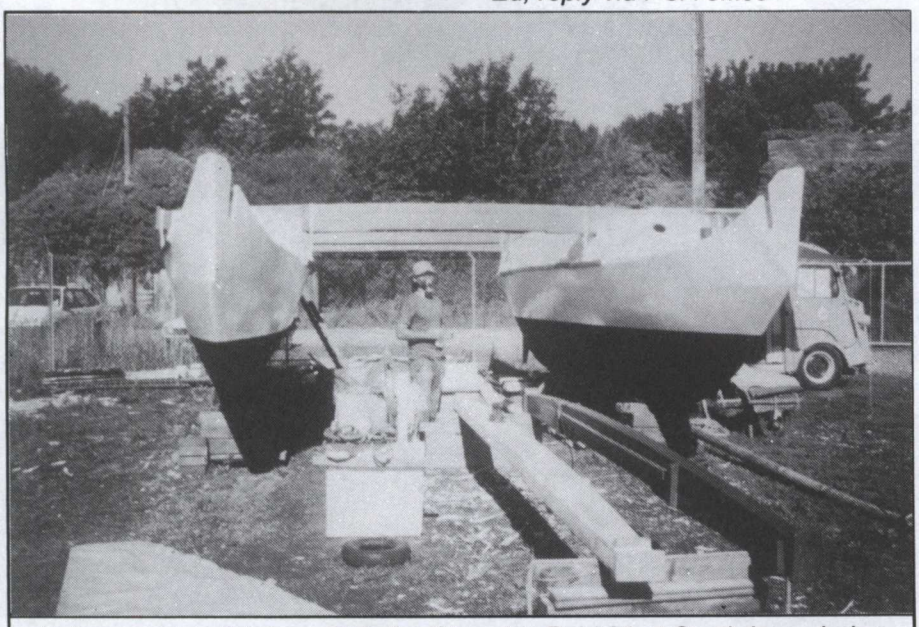
Hi Scott, how is it going in good old Wharram land. Just had a month sailing to Portugal (Faro), really bad weather in the Channel/Atlantic and in Finistaire, some sort of "complex low", thats what the weather man said, I can think of a better name for it. Anyway I am going to the Canary Island for a month , mid December-mid Jan and I am looking for some nice places to park the boat. any chance of putting a request in the mag for me.

Ed. Anyone who knows of nice places for Don to leave his boat in the Canary Islands - send the details to the PCA office please. We will make sure that Don receives them.

USA

Email from: (New Member)
Tammy Shelton

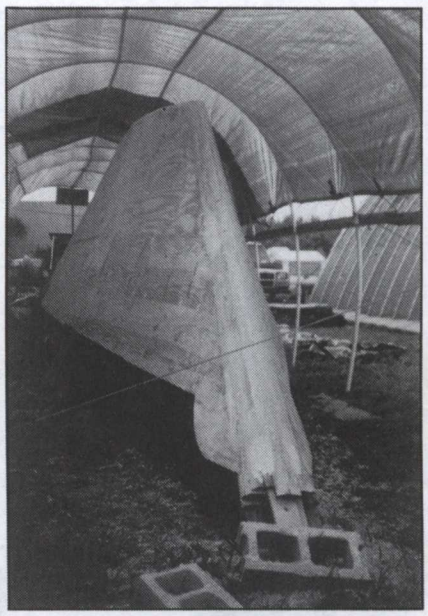
Sailed on a friend's Tiki 21 last Sunday. Very impressive and I'm used to my own Hobie 16, have crewed on Nacra 6.ONA and on Mystere.
Weird sail though. Can someone tell me:
1. how to get the luff to keep from pocketing inward? Looks like the cloth didn't want to rotate correctly around the mast.
2. How do you get the leech to quit hooking? Tried lowering the gaff, tried tightening the leech adjust, still sail looked ooky,
But despite the above, the Tiki handled well. Even caught a squall, we estimate winds at 25mph max, and she sat right flat and just kept going faster.
Very cool boat. Definitely are sold; wish she was ours...
Thanks, tami
Ed, reply via PCA office



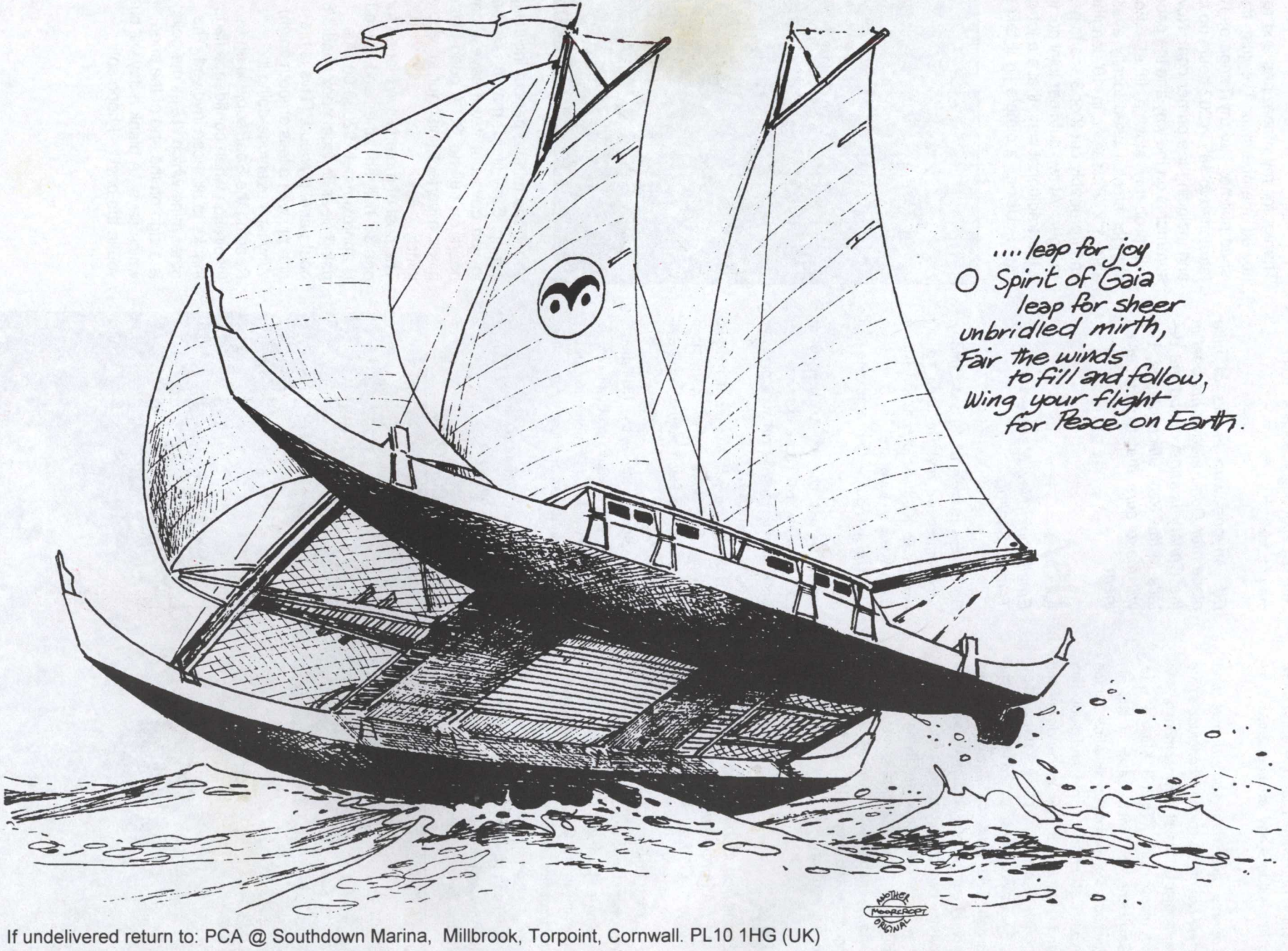
Italian member Cristiano Ridolfi refitting his Pahi 31 at Southdown during the UK summer meet. See page 24.

From Roger and Marney Ayres in Fort Lauderdale:

Thanks for my magazines and renewed membership. I've just finished hull no. 1 of my Tangaroa IV (stretched to 38') in 202 hours up to and including the primer coat. Now summer is on the way and the pace will probably slow a little! For stringer stock I used locally available 1"x 2"clear fir in 10' lengths and I probably cut 2 or 3 scarfs per stringer. At two cuts per joint doing it the traditional way, that's a lot of work. Using a simple jig it takes



about one minute per cut including set-up. Easy life! It may be old hat to you guys but it will save many hours on hull no. 2. A good blade gives a perfect finish for an epoxy joint.
The cost of materials in Florida for one 38' hull, sheathed and primed is approximately $2000.00 plus using clear fir, local epoxy and 3/8" boat panel plywood. (This is marine ply with a less smooth finish) Why isn't everyone doing it? Reading the SeaPeople is an inspiration when confidence flags _ thanks to all those involved. The other thing which keeps me going is a sign on the end of the shed which says: "A plank a day will put you in the bay!" I hope so!



If undelivered return to: PCA @ Southdown Marina, Millbrook, Torpoint, Cornwall. PL10 1HG (UK)